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Intimations.

Business Notices.

Business Notices.

Business Notices.

Intimations.

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Hongkong, February 16, 1907. 2215

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THEY ARE INVALUABLE
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Intimations.

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Hongkong, April 25, 1906. 816

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Hongkong, February 1, 1907. 2 2

A PERFECT DISINFECTOR

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SOLE AGENTS.

W. G. HUMPHREYS & CO.

BANK BUILDINGS.

Hongkong, May 18, 1906 1024

PEAK TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 7.30 a.m....Every 30 minutes.
7.30 a.m. to 9.30 a.m....Every 10 minutes
9.30 a.m. to 11.00 a.m....Every 15 minutes.
11.30 a.m. to 12.45 p.m...Every 15 minutes
12.45 p.m. to 1.15 p.m...Every 10 minutes
1.15 p.m. to 1.45 p.m...Every 15 minutes
1.45 p.m. to 2.15 p.m...Every 10 minutes
2.15 p.m. to 3.00 p.m...Every 15 minutes
3.30 p.m. to 5.00 p.m...Every 15 minutes.
5.00 p.m. to 8.00 p.m...Every 10 minutes

NIGHT CARS.

8.45 p.m. and 9 p.m., 9.45 p.m. to 11.45 p.m. every half hour.

SUNDAYS.

8.00 a.m. to 9.00 a.m...Every 15 minutes.
9.00 a.m. to 9.30 a.m...Every 30 minutes.
9.30 a.m. to 10.30 a.m...Every 15 minutes.
10.30 a.m. to 11.00 a.m...Every 10 minutes.
11.45 a.m. to 12 Noon...Every 15 minutes.
12.00 Noon to 1.00 p.m...Every 10 minutes
1.00 p.m. to 5.00 p.m...Every 15 minutes.
5.00 p.m. to 6.00 p.m...Every 10 minutes.
6.00 p.m. to 7.00 p.m...Every 15 minutes.
7.00 p.m. to 8.00 p.m...Every 10 minutes.
NIGHT CARS as on Week Days

SATURDAYS.

Extra Cars at 11.30 and 11.45 p.m.

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1961

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MISSIONS TO SEAMEN.

The Annual Meeting of the Missions to Seamen was held on Thursday, May 30th, at the Church House, London, the Bishop of Winchester presiding over a large attendance. The Society has for fifty-one years been making spiritual provision for crews of many nationalities and creeds, as far as possible when at sea, as well as whilst in port, at anchor and ashore. It does so now in sixty harbours round the British Isles, and in thirty ports abroad. It has a staff of 61 Chaplains and 90 Readers and maintains 130 Missions to Seamen Churches and Institutes, and 79 Mission vessels and boats. The total receipts of the Society during its fifty-first year (1906) amounted to £58,231. 12s. 7d; this is £3,000 less than the receipts for 1905, but the falling off is due entirely to legacies, the amount received from that source in the Trafalgar Centenary year being far above the average. The special fund raised to commemorate the Society's Jubilee Year, including gifts from its Royal Patrons, the King and the Prince of Wales, has now reached £8,000, and still requires £2,000 to complete it. The object of the Fund is to supply Seamen's Chaplains and Seamen's Churches and Institutes to ten more Ports abroad and to strengthen existing Stations both at Home and abroad.

The amount already contributed has made it possible to undertake new work for sailors and to strengthen existing work at Buenos Aires, Valparaiso, Callao, Delagoa Bay, Melbourne, Hamburg, the Tyne and Barry Docks, and to keep the flag flying at San Francisco at a time when, owing to the earthquake, it must, but for prompt and liberal help, have been hauled down.

The General Superintendent of the Missions has lately returned from an interesting and important visit to the ports of Australia and New Zealand. The most pressing claims on the Jubilee Fund now are for Seamen's Chaplains for Fremantle, Adelaide, Singapore, Rosario, and Bahia Blanca, and for additional workers at Hamburg, Antwerp, and Buenos Aires. More than ten thousand Services and Bible readings were last year conducted afloat by the Mission Staff on board ships, whilst nearly 21,000 religious Services were held in the Society's Churches and Institutes ashore, attended by seamen of all nationalities and creeds. Jubilee Contributions and other gifts will be gratefully received by the Secretary, Stuart C. Knox, Esq., M. A., The Missions to Seamen, 11, Buckingham Street, Strand, London, W. C.

The Bishop of Winchester said the work of the Society's Chaplains and Readers was beyond all praise, and he wished to encourage the Society's work in every possible way. It was a reproach to them in the Church of England to-day that that work had not been begun actually by those in authority in the Church. The Society had done for sailors on a voluntary basis what the Church in its official capacity had neglected to do. The Earl of Elgin in proposing a resolution urging that the Society was deserving of the most generous support, said the work of the Society gave to sailors in foreign and Colonial ports the benefits and associations of home. The Society's Institutes afforded means for recreation and instruction, and often very useful advice on the problems of life. Its agents showed great self-denial in exiling themselves to distant ports but they found their reward in the results attained.

Mr Charles Bushell, Chairman of the Mersey Mission to Seamen, who was one of the speakers, was presented with an address congratulating the Mersey Mission on the success of its 50 years' work.

The Rev. G. F. Wilson, General Superintendent, gave an interesting account of his recent visit to the ports of Australia and New Zealand, and descriptions were given of the Society's work in the port of London and at Callao, Peru.

A rather fussy and consequential diplomatist called the other day on a bluff admiral belonging to the United States Navy, and left his card. The card was inscribed in the corner with the letters "E. P."

"I hope you got my card," said the diplomatist when, not long after, he met the admiral.

"Oh, yes, I got it all right," was the reply. "But by the way, what was the meaning of the 'E. P.' on it?"

"Why, onpersonne, of course," explained the diplomatist. "Perhaps you did not know that I left it in person."

"Oh, I see," responded the admiral, with a suspicious twinkle.

In a very short time the diplomatist received the admiral's card, bearing the puzzling letters 'S. B. N.," which successfully baffled every attempt at solution. On the next occasion that the nonplussed diplomatist met the admiral he, in turn, asked for an explanation.

"Sent by nigger," was the illuminating reply.

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Hongkong, June 14, 1907. 1018

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GOLDRING & BARLOW,
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Hongkong, May 23, 1907. 915

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GLENWOOD, CAINE ROAD, suitable for a Boarding House or Club, contains 26 Rooms. This property would be divided into 2 or more houses to suit tenants.
No. 8, BELILIOS TERRACE, Corner House, 1st Row.
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Apply to
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3rd Floor, Alexandra Buildings.

Hongkong, April 12, 1907. 1716

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Hongkong, January 8, 1907. 1c

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Apply to
Messrs JARDINE, MATHESON & Co., Ltd.

Hongkong, June 29, 1907. 1087

To Let.

TO LET.

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Hongkong, April 22, 1907. 730

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Hongkong, April 4, 1907. 389

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Hongkong, May 1, 1907. 621

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Hongkong, January 18, 1906. 21

TO LET.

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Apply to LEIGH & ORANGE,
1, Des Vœux Road.

Hongkong, February 19, 1907. 25

TO LET.

A HOUSE in KNUTSFORD TERRACE, KOWLOON.
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THE HONGKONG LAND INVESTMENT & AGENCY Co., Ld.

Hongkong, July 1, 1906. 20

TO LET.

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GODOWNS Nos. 95, 96, 97 and 100, PRAYA EAST.
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Hongkong, June 19, 1907. 1035

TO LET.

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Hongkong, March 27, 1907. 490

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Hongkong July 1, 1907. 2

TO LET.

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Hongkong, July 1, 1907. 19

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Hongkong, March 1, 1907. 591

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Hongkong, July 1, 1907. 744

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Hongkong, April 2, 1907. 613

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J. R. M. SMITH,
Chief Manager.

Hongkong, June 14, 1907. 66

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For the Hongkong and Shanghai Banking Corporation,
J. R. M. SMITH,
Chief Manager.

Hongkong, January 12, 1907. 1517

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D. TOHDOW,
Manager.

Hongkong, April 5, 1907. 21

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JOHN ARMSTRONG,
Manager.

Hongkong, May 16, 1907. 64

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ON FIXED DEPOSITS:—
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EVAN ORMISTON,
Manager.

Hongkong, May 1, 1907. 42

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ESTABLISHED 1880.

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RESERVE FUNDS ... ... " 14,550,000

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For 6 months.....4% "
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TAKEO TAKAMICHI,
Manager.

Hongkong, April 5, 1907. 5

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Hongkong, April 1, 1907. 596

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Hongkong, January 3, 1907. 2

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Hongkong, June 8, 1907. 416

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Hongkong, September 28, 1906. 8

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THE LOAD LINE.

The load line question has engaged the attention of British ship-owners for some years, and the drawbacks arising from the existing regulations have been pointed out in season and out in the shipping organs at home. It is interesting now to hear that representatives of British and German shipping interests have recently held a conference at Hamburg regarding the deep load line for ships. The negotiations are making good progress, and it is expected that a satisfactory agreement will be reached.

JAPAN AND AMERICA.

The "New York World" has addressed a telegram to Count Itagaki, seeking his opinions on the Japanese question in the United States. The telegram says:—"The editor of the "World" would be much obliged if you would cable your views on the Japanese question in the United States as your opinion is of great value to us."

Count Itagaki has sent the following reply:—"In opening up relations with Japan, Commodore Perry was animated by nothing but universally-accepted human principles, so there is no room to doubt that in your country the same principle is fully respected. I am, therefore, sure that peace and friendship will be maintained between the two countries." To supplement the contents of his telegram, Count Itagaki has sent by mail a copy of his memorial to the Hague Peace Conference recently addressed on the Japanese question in the United States.

THE ARBUTHNOT TRIAL.

Case for the Prosecution.

MADRAS, June 13.

In the Arbuthnot case, to-day, Mr Powel opened the case for the prosecution. In connection with the Industrials Co. he traced its history since 1897, when the firm's finances were not in a hopeful condition, till the date of the suspension. He next described the formation of the Company known as Arbuthnot's Industrials, Limited, on 30th September, 1904, the prosecuting counsel alleging that the accused's object was solely to borrow money from the Bank of Madras on a joint security by Arbuthnot & Co. and the Industrials Co. in order to afford the firm, in accused's own language, "further financial facilities;" in order words to keep the firm going.

Mr Powell next pointed out how the articles of association of the Industrials Co. specially provided that Messrs Arbuthnot & Co. should be the sole managing agents—in other words be the absolute creature of the accused, who could, and did, do what he pleased with it; also how the accused proceeded to borrow money on the security of the Industrials Co. for the financial needs, not of that Company but of Arbuthnot & Co., thereby committing a clear breach of trust by using money of the Industrials Co. to pay off his firm's debts. Mr Powell next dealt with the issue of ten lakhs of debentures. The reasons alleged by the accused for this move, he said, were untrue, and their issue was improper and unjustifiable.

Mr Powell continued that at the end of the second year, when the accused would have to publish the Company's balance sheet, and show therein 10 lakhs of debentures without at the same time discharging the debt due to the bank, and knew he would be questioned by the preference shareholders, the accused began to adopt various devices to reduce the Industrials Co.'s liability to the Bank of Madras, and Arbuthnot & Co.'s liability to the Industrials Co., transferring to the Industrials Co whatever property the firm owned, such as Maikanave lands, Deccan Sugar bonds, and Coimbatore shares—all three useless or foreign to the Industrials Co. Further the accused created a second mortgage of 2 lakhs in favour of the Mysore Sugar Company, reducing the Industrials Co.'s credit.

The prosecution charges the accused, as managing agent of the Industrials Co., with being guilty of criminal breach of trust in having misapplied the Industrials Co.'s funds to purchase the worthless properties above-mentioned, and also by lending money to the Mysore Sugar Co., which he knew to be in an insolvent condition.

A chemist, who for many years was the manager of a concern manufacturing various high grade explosive recently revisited the place of his former employment.

During a talk with his old friends of the institution, he made inquiry with reference to a certain colleague by the name of Jenkins.

"By the way," said the chemist, "what has become of Jenkins? Fine fellow."

"Fine chap, indeed!" agreed the foreman, "and very skilful in the use of chemicals. But a little absent-minded Jenkins. See that smudge on the wall over there?"

"Why, yes; but what has that to do with Jenkins?"

"That is Jenkins!"

Dentistry.

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His Britannic Majesty's Ships on the China Station.

Name.	Class.	Tons.	Guns.	I.H.P.	Captain.	Last reported at
Alacrity*	despatch-vessel	1790	12	3000	Comdr. E. La T. Leatham	Japan
Astræa	cruiser, 2nd class	4360	10	9000	Captain S. L. Vaughan Lee	Shanghai
Bedford	cruiser, 1st class	9700	—	—		Shanghai
Bramble	river gunboat	710	2	900	Lieut.-Comdr. Davidson	Weihaiwei
Britomart	river gunboat	710	2	900	Lieut.-Comdr. Bamber	Yangtze
Cadmus	sloop	1070	6	1400	Comdr. B. L. Majendri	Hongkong
Cherub	water tank and tug	390	—	300		Hongkong
Clio	sloop	1070	6	1400	Comdr. C. D. S. Raikes	Yangtsze
Fame	torpedo boat destroyer	360	6	5700	Lieut.-Comdr. Grasson	Amoy
Flora	cruiser, 2nd class	4360	10	7000	Capt. Grant Dalton	Hongkong
Handy	torpedo boat destroyer	275	6	4000	Lieut.-Comdr. W. H. Darwell	Amoy
Hart	torpedo boat destroyer	275	6	4000	Lieut.-Com. Dickens	Amoy
Janus	torpedo boat destroyer	280	6	3900		Hongkong
Kent	cruiser, 1st class	9000	14	22,000	Capt. De Horsey	Shanghai
King Alfred	cruiser, 1st class	14,000	14	30,000	Capt. Cecil F. Thursby, R.N.	Hongkong
Kinshu	river gunboat	616	4	1200	Lt.-Comdr. Crabtree	Wuhu
Monmouth	cruiser, 1st class	9800	—	—	Capt. A. J. Tuke	Japan
Moorhen	river gunboat	180	2	800	Lt.-Com. R. E. Vaughan	West River
Otter	torpedo boat destroyer	350	6	6300	Lieut.-Comdr. J. Kiddie	Amoy
Robin	river gunboat	85	2	240	Lt.-Comdr. C. C. Walcott	West River
Sandpiper	river gunboat	85	2	240	Lt.-Com. Tickell	West River
Snipe	river gunboat	85	2	240	Lt.-Comdr. Tennyson	Yangtsze
Taku	torpedo boat destroyer	250	6	6500		Hongkong
Tamar	receiving ship	4650	6	—	Commodore Williams	Hongkong
Teal	river gunboat	180	2	800	Lt.-Comdr. Godfrey	Hankow
Thistle	river gunboat	710	2	900	Lieut.-Comdr. West	Shanghai
Virago	torpedo boat destroyer	355	6	6300	Lieut.-Comdr. Stevenson	Amoy
Waterwitch	surveying ship	620	—	450	Comdr. R. W. Glennie	Hongkong
Whiting	torpedo boat destroyer	360	6	6900	Lieut.-Com. Cox	Amoy
Widgeon	river gunboat	195	2	800	Lt.-Comdr. G. B. Spicer-Simon	Upper Yangtsze
Woodcock	river gunboat	150	2	500	Lieut.-Com. Todd	Upper Yangtsze
Woodlark	river gunboat	150	2	500	Lieut.-Com. Jno. F. Knox	Upper Yangtsze

* Flag of Vice-Admiral Sir W. Arthur Moore, Commander-in-Chief.

Foreign Men-of-war on the China and Japan Station.

Name.	Flag and Description.	Tons.	Guns.	H.P.	Captains.	
Kaiser Franz Joseph I	Austro-Hungarian cruiser	4369	25	9000	Capt. Wilhelm Pacher	Yokohama
Achéron	French armoured cruiser	1736	10	1700	Lieut. Faure	Haiphong
Adour	French receiving-ship	—	—	—	Lieut. Merlo	Haiphong
Alger	French cruiser	3000	—	—	Capt. Fournier	Shanghai
Alouette	torpedo-boat	—	—	—	Commander Keribuel	Cape St. James
Argus	French gunboat	123	—	500	Lieut. Audouard	Canton
Brink	French cruiser	—	—	—	Comdr. Rochas	
Caronade	French gunboa	—	—	150	Lieut. Hue	Shanghai
Decidée	French gunboat	645	10	1000	Lieut. L'Eost	Chefoo
D'Entrecasteaux	French cruiser	11,242	—	—	Capt. Tracon	Shanghai
Esturgeon	French sub-marine	—	—	—	Lieut. Coquelin	Saigon
Fronde	French destroyer	350	7	305	Lieut. Thurry	Saigon
Henri Riviere	French gunboat	—	—	—	Lieut. Pörtor	Saigon
Jacquin	French gunboat	200	6	308	Lieut. Corlouer	Haiphong
Kersaint	French cruiser	1250	6	2300	Commander Simon	Saigon
Lynx	French sub-marine	—	—	—	Lieut. Armbruster	Saigon
Mousquet	French destroyer	307	6	300	Lieut. du Chemin	Saigon
Olry	French gunboat	—	—	—	Capt. Grollier	Chungking
Pelho	French gunboat	—	—	—	Lieut. Lavisatore	Tongkin
Pistolet	French torpedo-boat	350	7	300	Lieut. de Reinsel Werth	Hongay
Protee	French sub-marine	—	—	—	Lieut. Glorieux	Saigon
Redoutable	French battleship	9437	8	6071	Reserve	Saigon
Styx	French gunboat	1798	10	1700	Capt. Dupriez	Saigon
Takiang	French gunboat	—	—	—		Yangtsze
Takou	French destroyer	250	6	—	Capt. Terquem	Saigon
Vaulun	French battleship (reserve)	6150	23	4562		Hongay
Vigilante	French gunboat	123	7	500	Lieut. Dovarenne	Canton
Fürst Bismarck	German flagship	10,690	36	14,000	Captain Wilken	Kiautschou
Iltis	German gunboat	900	10	1800	Comdr. Küsel	Hongkong
Jaguar	German gunboat	900	10	1800	Count von Possadowsky-Wehner	Tsingtau
Leipzig	German cruiser	3250	—	—	Cdr. von Rotkirch und Panthen	Tsingtau
Luchs	German gunboat	900	10	1344	Comdr. Bölken	Hongkong
Niobe	German cruiser	2600	—	—	Capt. Witschel	Amoy
S. 90	German torpedo-boat	400	—	—	Lieut. Jakobi	Tsingtau
Taku	German torpedo-boat	280	—	—	Lieut. Hasse	Tsingtau
Tiger	German gunboat	900	10	1800	Comdr. von Koss	Japan
Tsingtau	German river gunboat	223	5	1300	Capt. Lieut. Fortsch	Canton River
Vaterland	German river gunboat	223	3	500	Capt. Lieut. Toussaint	Yangtsze River
Vorwärts	German river gunboat	—	3	500	Lieut. Riechers	Yangtsze River
Vesuvio	Italian cruiser	2145	—	—	Baron de Saint Pierre	Shanghai
Rio Lima	Portuguese gunboat	720	—	—	Captain Meideros	Macao
Arayat	U. S. gunboat	—	—	—	Ensign A. K. Shoup	Philippines
Bainbridge	U. S. torpedo-boat destroyer	420	7	8000	Lieut. Woodward	Japan
Barry	U. S. torpedo-boat destroyer	420	7	8000	Lieut. Irwin	Manila
Callao	U. S. gunboat	600	10	208	Ensign Guy Witlock	Canton
Chattanooga	U. S. cruiser	3100	15	4500	Commander Alex. Sharp	Hankow
Chauncey	U. S. torpedo-boat destroyer	420	7	8000	Lieut. E. P. Jessop	Manila
Cincinnati	U. S. cruiser	8888	19	7500	Comdr. Quinby	Amoy
Colorado	U. S. cruiser	13,500	—	—	Capt. S. Staunton	Philippines
Concord	U. S. gunboat	—	—	—	Comdr. C. J. Boush	Manila
Dale	U. S. torpedo-boat destroyer	420	7	8000	Reserve	Manila
Decatur	U. S. torpedo-boat destroyer	420	7	8000	Reserve	Manila
Elcano	U. S. gunboat	560	10	8000	Lt.-Comdr. J. T. Jayne	Hongkong
Galveston	U. S. cruiser	3100	25	5400	Capt. Jas. Helm	Shanghai
Helena	U. S. gunboat	1397	8	1800		Shanghai
Pennsylvania	U. S. battleship	13,500	—	—	Capt. T. C. McClean	Manila
Maryland	U. S. battleship	13,500	—	—	Capt. R. R. Ingersoll	Manila
Monadnock	U. S. monitor	3990	6	3000		Manila
Pampanga	U. S. gunboat	201	3	250	Ensign J. W. Hayward	Cavite
Paragua	U. S. gunboat	201	3	250	Ensign A. B. Reed	Cavite
Pathfinder	U. S. gunboat	690	—	—	Comdr. Stestdahl	Hongkong
Quiros	U. S. gunboat	—	—	—	Lieut. C. R. Train	Nanking
Rainbow	U. S. gunboat	4000	14	—	Comdr. Hodges	Manila
Raleigh	U. S. cruiser	2813	13	7500	Capt. F. F. Fletcher	Manila
West Virginia	U. S. flagship	13,500	—	—	Capt. Milton	Manila
Villalobos	U. S. gunboat	347	3	500	Lieut. F. L. Pinney	Hankow
Wilmington	U. S. gunboat	1397	8	1894	Commander W. L. Rodgers	Manila

* Flagship of Rear-Admiral Joseph Hemphill.

Flagship of Vice-Admiral Richard, Commander-in-Chief.

Flagship of Rear-Admiral de Faraque de Jonquières, Second-in-Command.

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THE CHINA MAIL, LTD., 8, Queen's Road Central.

MEMOS FOR TO-MORROW.

Miscellaneous.

4 p.m.—Meeting of Hongkong Gymkhana Club, at Happy Valley.

General Memoranda.

TUESDAY, July 9:—
Goods per *Prinz Ludwig* undelivered after this date subject to rent.
Goods per *Nippon Maru* undelivered after noon this date subject to rent.

THURSDAY, July 11:—
Noon—Auction of Valuable Leasehold Property, at Messrs Hughes & Hough's Sales Rooms.
9 p.m.—Performance at City Hall.

SATURDAY, July 13:—
Noon—Meeting of Green Island Cement Co., Ld., at Co.'s Registered Offices.
Transfer Books of Green Island Cement Co., Ld., close from this date to 20th July, inclusive.

The China Mail.

HONGKONG, FRIDAY, JULY 5, 1907.

WEI-HAI-WEI.

ONCE more rumours are circulating in regard to the probable retrocession of Wei-hai-wei to China. It will be remembered that about a year ago it was definitely announced that an arrangement had been arrived at whereby the northern port was to be handed back to China, presumably in return for compensation of some kind. That report proved to be a *canard* but there can be little doubt that a strong movement is now afoot at Peking to endeavour to regain the port and territory. It is not surprising that the Chinese should be extremely keen on recovering such an excellent naval base. China has evidently at last realised that the only chance she has of raising herself from the humiliating position of a protected state is to create a strong army and navy. The article on China's Military History which we reproduced yesterday from the "Shanghai Mercury," but which originally appeared in "Macmillan's Magazine," brings to recollection the fact that China, at one stage of her history, was a great military power. The writer of the article, a Chinese student at Cambridge, declares that the profession of arms is becoming to be thought as honourable in China as in other parts of the world. In passing the student warns Great Britain—it is by the way a sign of the times for a Chinese to advise the British—that similar factors to those which extinguished China's military glory and left her like an over-ripe cherry ready to drop into the mouth of the first daring adventurer, are in operation at Home to-day. The growth of wealth, the deprecation of military arts and unbounded eulogy of peace were precursors of the Chinese national contempt for soldiers which lead to the profession of arms being left to men too slothful and unintelligent to engage in anything else. This Chinese critic earnestly invites his readers to consider whether Great Britain is not now in much the same position China occupied in 992 A. D. This, however, was to the writer a side issue. What he sought to show was that there is a genuine wave of patriotism passing over the country and that it is entirely changing the national spirit. China is determined to take her proper position in the world, and he hints that the most unprogressive Government will not dare to attempt to restrain the movement. It must not be supposed, he declares, that there is anthing directly anti-foreign in this movement. What is sought is the power to repel aggression not to offer it. That this writer has summed up the position pretty accurately is shown by many symptoms, amongst them the agitation for the retrocession of Wei-hai-wei. With Port Arthur definitely in the hands of the Japanese Wei-hai-wei is about the best base available. China has observed the weakening of the British Far Eastern fleet and has no doubt concluded that it might not be difficult to induce the Home Government to surrender the leased territory if adequate compensation were given. The question is one which should not be dismissed without due consideration. For the movement Wei-hai-wei is of no great strategic importance to us but that is no guarantee that it may not become so in the future. On the other hand, as China is increasing in strength and may within the next decade be either a valuable ally or a formidable foe, it might be well to consider whether the ready acquiescence with China's request in regard to Wei-hai-wei would not profit us more than its retention. Obviously this is a question that can only be decided after the best naval, military and diplomatic opinion is obtained. Purely as a matter of sentiment, however, we would not like to see Wei-hai-wei pass from under the British rule. The unfortunate boast of the Russian speaking of Port Arthur "where our flag is once hoisted it ever remains" appeals to us—when the British flag is concerned. But sentiment cannot prevail and we can only hope that whatever decision is arrived at in regard to Wei-hai-wei will be in best interests of the two Empires—British and Chinese.

According to a correspondent of a Hankow paper cruelty has been reduced to a fine art by some of the mistresses of slave girls there. Not only have the slaves been bitten, he says, but often burnt with red hot wires. One woman cut off all her slave girl's fingers and left her in a cavity of a wall of her house to be slowly starved to death, which the most casual humanitarian must confess, is a Christian-like act! Other instances of cruelty were given by another correspondent, and altogether it seems that Hankow slave girls have a very warm time of it. But is it not nearly time the regenerated China, the China that is abolishing the opium habit and unbinding the golden lilies of its beauties, should do something to save the fingers and the lives of the slave girls? Here is a subject for a memorial by some enlightened and enterprising official.

It is nearly time that the attention of the authorities was called to the possible dangers that lurk in the fungi occasionally sold in Wyndham Street. At times only the esculent varieties are placed on view, but when these become scarce all manner of fungi are offered and sold to ignorant buyers. A few days ago several baskets of what appeared to be the white variety of *Agaricus phalloides*, a species not uncommon in Britain, and which is very poisonous, were being offered, and it seemed to be no official's business to inquire as to whether they were edible or not. The very appearance of them was sufficient to warn anyone who is familiar with the edible fungi, but it must be remembered that there are many people in this Colony who do not know a "Scotch bonnet" or a "champignon" from a common malodorous toadstool. The Chinaman who purveys the fungi pronounces them "very good chow" and the ignorant accept his assurance. It might be mentioned here for the information of those who do not know that in its native state the poisonous *Agaricus phalloides* may be easily distinguished by the ring at the bottom of the stem, the white colour of the gills, the warts on the upper surface of the pileus, and the powerful smell, which becomes extremely disagreeable as the mushroom grows old. The cunning Chinaman will probably see that there is no ring at the bottom of the stems when he offers them for sale but the other indications ought to be noted. To protect the public the authorities should arrest any suspicious looking mushroom they see and examine it. Meantime the public themselves should only eat the mushrooms that are familiar to them.

We hear but little locally about the progress of Kiao-Chou. This is no doubt due to the fact that, unlike British Colonies in the Far East, which encourage foreigners of every nationality to take their share of the trade, Kiao-Chou remains essentially German. The last report available, which covers the period from October 1, 1905, to October 1, 1906, shows that the income of the colonial government rose in that time from $250,000 to $342,600 (both gold) or 37 per cent. The value of the commerce which passed through the harbour of Tsingtau rose from $32,400,000 Mex. to $39,400,000 Mex. It is not to be supposed from this that Tsingtau itself absorbs these goods—they merely pass through, to or from the interior. The shipping which visited the harbour increased during the period under review by 50,000 tons and the passenger traffic on the railway rose from 780,228 persons to 811,285. There has been also a great extension of the coal trade. These figures, while not showing any very considerable advance suggest that our neighbour up north is at least progressing. It is hardly likely that Tsingtau will ever be able to challenge the supremacy of Hongkong among the ports of the Far East but, with wise and enlightened Government, there is no reason why it should not become in course of time a valuable asset to Germany.

Some men are born wealthy, some men attain wealth, and some have lucre thrust upon them. Which statement is merely a parody of something better, in order to remark upon the good fortune of one Charles Rasp, who has just "shuffled off this mortal coil." He was the discoverer of the famous Broken Hill silver lead, and his death, as pointed out by an Australian contemporary, recalls one of the most striking events in the history of Australian mining. In recounting what happened to Rasp the warning must be given that accumulated wealth does not lie concealed in every sheep run in the Commonwealth. It is not likely to be profitable to rush away from Hongkong to take up a selection amongst the kangaroos, or to merely go as a boundary-rider with hope of striking it rich. The risk is hardly worth it. Rasp was certainly only a boundary rider, but he had what some people call "the luck of it." He was a German, and in 1883, was employed as a boundary-rider on Mount Gipps Station, ever since known to all the world as Broken Hill. It was his work during shearing time to visit the different paddocks in search of sheep, and he thus came to know nearly the whole of the run. He knew very little about mining, but was attracted by an outcrop of manganese in one corner of the station. A trigonometrical survey party had camped on the spot for months, and prospectors had sampled the rock without finding anything to justify a further search. Rasp had no knowledge of minerals, but the credit of the discovery of the Broken Hill mine, probably the richest silver-lead field in the world was his. He determined to prospect the hill, and went into partnership with two contractors on the station, Messrs James and Poole. The three pegged out a claim at the place where the outcrop was the heaviest. On this claim was the famous Block 11 mine. In order to provide more capital four other partners were taken in—Messrs George M'Culloch, manager of the station; P. Charley, who was on the station gaining colonial experience Urquhart, an overseer; and Lind, the storekeeper. These seven formed the original syndicate, all of whom were connected in different ways with the station. With the additional capital thus obtained, several more blocks were taken up. It was not all plain sailing, and the prospectors had a hard time of it at first. The weather was dry and dusty, and water and provisions were scarce. It was over a year before they became certain that they had secured a good thing. Only one of the seven lost faith and hope, and that was Urquhart, who sold his share for £10. The others persevered, and by and by came upon the rich deposit of ore that drew all eyes to the Barrier silver field. The original seven shares were divided into fourteen, and the concern was floated into a company with a capital of £320,000, in £20 shares, 14,000 of which went to the original syndicate and 2,000 to the public. The discoverers of Broken Hill deserved their good fortune, as they persevered in the work of prospecting in spite of circumstances that would have discouraged many men.

When crossing from Manila the Tean, which got in to-day with a cargo of sugar and hemp, met only a moderate sea and light south-west wind, but the Shaoshing from Shanghai, with a general cargo and 65 Chinese, encountered strong south-westerly wind and sea, and a current setting to north-east at the rate of 1½ miles an hour. The weather was hazy and foggy.

LOCAL AND COAST NEWS.

The Seventh Financial and Economical Annual of Japan has been forwarded to us by the Japanese Consul. We will refer to its contents in subsequent issues.

The Dutch steamer Tjiliwong from Moji, via Keelung and Amoy, brought in a general cargo to-day, meeting strong south-east winds and high swell on the way from Moji to Keelung. After that the weather was good, with a choppy sea.

Passengers to arrive by sea-going vessels during the past twenty-four hours totalled 1762, of whom the Hong Wan I brought 1163 from Rangoon and Singapore. The Haiching (from Foochow and Swatow) brought 240 and the Nanshan from Saigon 230. About 800 departed, 631 on board the Fausang for Singapore, under Emigration office certificate, and 82 for Vancouver, B.C. via Keelung.

By the Empress of China which sailed for Vancouver yesterday there departed the popular Capt. Chenoweth, of the I.M.C. revenue cruiser Likin. Capt. Chenoweth has not been well lately and his trip has been necessitated for health reasons. He has been a long time in the Imperial Customs and it is to be hoped that he will soon recover and return to the services of the Customs, for he is too valuable an officer to lose.

Owing to the briskness of the Pacific freight trade, the Nippon Yusen Kaisha is adding the Wakamiya-maru, 4,421 tons, a prize steamer, to its American service. The Tango-maru and Aki-maru, which were scheduled to leave Kobe on June 22 and July 6, respectively, are already booked to their full freight capacity. Heavy tea shipments from Shimidzu are chiefly responsible for the pressure of business, although the general freight trade is brisk.

The Volunteers.

The following have joined the Volunteers:—Mr R. A. Taylor (posted to the Engineer Company). Mr G. G. Franklin (Right Half No. 2 Company.) Mr W. Thom (Jr.) (Engineer Company.) Mr H. C. Carmichael (Left Half No. 2 Company). Mr R. K. Miller (Left Half No. 2 Company). Mr R. Bridger (Left Half No. 2 Company). Bombardier A. E. Rogers resigned on leaving the Colony, with effect from the 1st July, 1907.

Development of Japan.

Speaking at a meeting of members of the London Chamber of Commerce, on June 3 on "Trade with Japan," Mr E. T. Crowe, Commercial Attache to the British Embassy at Tokyo, said that Japan was developing at such a rapid rate that a man soon became a back number unless he was constantly on the watch. Japan intended to become one of the important manufacturing countries, and had already taken extensive strides in that direction. The Japanese had wished, especially in certain lines, for some time past to do without the foreigner, and the matter had now become more acute, but there was still room in Japan for the British manufacturer, if he would only adapt himself to local conditions and be content with a moderate profit. He recommended judicious advertising.

Fourth of July.

There were a large number of guests at dinner in the Kowloon Hotel last night, celebrating the Glorious Fourth. As in former years the hotel was tastefully decorated and the new proprietor, Mr O. E. Owen, was assisted by Mr J. W. Osborne, who has for so many years entertained his friends on July 4. Mr Osborne is leaving the Colony shortly for a prolonged tour owing to ill health, and the opportunity was taken last night by many to wish him a pleasant voyage and a safe return. The Calcutta String Band played the following selections during dinner:—Valse, "Je Faime," Waldteufel; Selection, "The Bohemian Girl," Balfe; Cake Walk, "Galloping Jasper," Trinkaus; Selection, "Irish Songs," (arranged by S. Machado); Song, "Sing me to Sleep," Green; Reminiscences of Scotland, Godfrey; "Angel's Serenade," Braga; "Stars and Stripes." "God Save the King."

The revolutionaries are reported to have gone to Peking, and the police authorities are minutely effecting search in hotels and guilds, as well as in temples.

Miss Dukkets: "Did you tell Mr Get-there I was not in?"
Servant: "I did, miss."
Miss Dukkets: "What did he say?"
Servant: "He said, 'Well, tell her to come down as soon as she is in.' He's in the parlour."

Two youths from the country, when in London for the Cattle Show, determined to do some sight-seeing and accordingly went to the British Museum, and there they saw an Egyptian mummy, marked with the date, B.C. 97. "Why, Bill, wot does that mean?" asked one. "Oh," replied the better-informed Bill, "that's the number of the motor-car that runned him over."

BY TELEGRAPH.

THE CENSURE MOTION.

Set for Wednesday.

(Exclusive Service, supplied by Reuter, via Bombay).

LONDON, July 4.

The motion of censure on the Government as proposed by Mr Lyttelton on Tuesday last will be argued on Wednesday next, July 10.

INDIAN MAILS.

Acceleration Required.

(Exclusive Service, supplied by Reuter, via Bombay).

LONDON, July 4.

Mr Donald Mackenzie Smeaton, in asking a question in the House of Commons as to accelerating the Indian Mail service, was informed by Mr Sidney Buxton, Post Master General that it had not been found practicable to further shorten the time at present.

CRICKET.

Matches Abandoned.

(Exclusive Service, supplied by Reuter, via Bombay).

LONDON, July 4.

Heavy and continuous rain put a stop to cricket and the following matches were abandoned:—

England v. South Africa (Lord's).

Derbyshire v. Lancashire (Chesterfield).

Warwick v. Somerset (Birmingham).

Northampton v. Surrey (Nothampton).

Sussex v. Oxford (Brighton).

[REUTER'S SERVICE.]

REPATRIATED CHINESE.

LONDON, July 3.

Durban wires that the Heliopolis has sailed with 1,914 repatriated Chinese coolies.

COTTON.

Sensational Rise.

LONDON, July 3.

A sensational advance in the price of cotton has taken place in New York, on the Cotton Bureau showing the condition of the crops to be 72%, a record for July. It is asserted that the vitality of the plants is too low to raise even a moderate crop.

SIR FREDERICK LUGARD.

LONDON, July 3.

Sir Frederick Lugard has arrived at Ottawa, en route to Hongkong.

MOROCCO.

LONDON, July 3.

General Sir Harry Maclean, Colonel of the Sultan of Morocco's Bodyguard, is negotiating with Ras Raisuli, regarding the pardon of prisoners captured by Raisuli.

The latter however exacts his own terms for ransom and pardon.

AUSTRALIAN MAIL CONTRACTS.

LONDON, July 3.

Australia has renewed the contract with the Orient Line for one year under the old subsidy and in the meanwhile invites fresh tenders.

CHINESE CUSTOMS AT DALNY.

LONDON, July 3.

Reuter's correspondent at Peking wires that a branch of the Chinese Maritime Customs, similar to that at Kiaou-Chow will be opened on Monday at Dalny.

NEW KOREAN RAILWAY.

We learn from vernacular contemporaries that it is now decided to float a company to be named the Gen-nan Tetsudo Kaisha, which has been projected by Messrs Okura, Asano and other financial magnates of Tokyo, to construct a railway between Gensan and Chinnampo, a distance of 190 miles. The capital of the company is fixed at Yen 20,000,000. As application has been received by the Nagoya Chamber of Commerce from Mr Iwata, Chairman of the Gensan Chamber of Commerce, who is a member of the promoting committee of of the new company, asking for support to the scheme, as it was beyond the power of the Japanese in Korea to accomplish the undertaking alone.

BY TELEGRAPH.

THE BOXER INDEMNITY.

Great Britain's Claim.

(From Our Special Correspondent.)

LONDON, July 5.

In the House of Commons Mr Price asked Sir Edward Grey if Great Britain would emulate America in regard to the Boxer indemnity being paid by China.

Sir Edward Grey replied that the British claim was already based on the actual expenditure caused by the Boxer rising.

A FILIP TO TRADE.

The Dalny Customs.

(From Our Correspondent.)

SHANGHAI, July 5.

The opening of the Customs at Dalny has already had a beneficial effect upon trade at Newchwang.

Five thousand packages of English and American goods have been bought for immediate shipment from here.

CHINA'S NAVY.

Proposals by Shum.

(From Our Correspondent.)

SHANGHAI, July 5.

Viceroy Shum Chun Hsen has proposed that gunboats be built in Japan for use on the Kwangtung coast.

The Board of War has approved.

PERSISTENT SHUM.

Resigns a Third Time.

(From Our Correspondent.)

SHANGHAI, July 5.

Shum Chun Hsen has sent in his resignation a third time, according to official etiquette, and it is believed that it will now be accepted.

THE HULK STANFIELD.

Was the Stanfield lighted or not on the night of October 21, when the steam launch Hoi Po crashed into it? That is a question which the Chief Justice (Sir Francis Piggott) had to unravel. It may be remembered that the Stanfield, a disinfecting and fumigating hulk, used to be moored over towards Yaumati, and that in the typhoon of September 18 she sank. On October 21 the launch Hoi Po crashed on to the hulk and sustained damages assessed at $4,023 by her owners, Chi Wo and Company. The Disinfecting and Fumigating Bureau were sued for the amount and after hearing both parties His Lordship asked for more evidence as to the lighting of the hulk.

This morning that evidence was produced by Mr Slade, who represented the defendants. In opening Mr Slade said that from September 18 up till October 9 the hulk was not lighted but that after that date Mr Gorham saw to the lighting and got a large red light strongly bound with copper rings and of the character usually used for lighting hulks or ships. Sergeant Gordon and Mr Wright saw the hulk at about 8.30 on the night of the collision and at that time the lamp was alight.

GAMBLING AT TIENTSIN.

According to the "China Times" of Tientsin, in consequence of the tragic death of a married woman, who drowned herself the other day as a result of having lost all the money entrusted to her by her confiding husband to play at the wheel at the resort in the Russian Concession, a number of local gentry, headed by Mr Liu Chia-rui, three days ago presented a petition to the viceregal Bureau of Commercial Affairs, praying that a remedy be devised. This was forwarded to the Viceroy who has in consequence directed the Customs Taotai to communicate with the Russian Consul, asking him to have gambling prohibited in the said Concession. This, it is suggested would not prevent the carrying on of the Alhambra as a variety theatre.

A BELLICOSE NOBLEMAN.

It is regrettable, says a Tokyo vernacular paper, that so many prominent men have lost their heads over the San Francisco affair. Count Itagaki appears to be one of them. He is reported to have said that the San Francisco affair has given us an opportunity to return the favour given us by Commodore Perry. This is no time, he thinks, to resort to tame diplomatic negotiations, but we should concentrate all our warships in the bay of Tokyo and show the Americans that we are ready to open fire if they refuse to yield to our reasonable demand.

SPORTING.

Lawn Tennis.

In the Kowloon Cricket Club's tennis tournaments the following games have been played:—

Doubles Championship-semi-final, Duncan and Lapsley beat Edwards and Ritchie, 6—1, 6—3, 6—3.

Doubles Handicap-semi-final, Ritchie and Mackenzie (owes 15/2) beat Wilkie and Clelland (owes 30/4) 6—1, 6—4.

Single Handicap: A. G. Pilo (owes 15) beat W. Curwen (rec. 15) 6—3, 7—5.

Water Polo.

The annual meeting of the Hongkong Water Polo Association was held at the Victoria Recreation Club yesterday afternoon. Mr J. W. Bains presided, and there were also present Messrs J. Rodger, R. Henderson, W. Goggin, H. A. Lammert, H. C. Sayer (representing the V.R.C.), F. A. Biden (Royal Hongkong Yacht Club), R. C. Witchell (Corinthian Yacht Club), Staff Sergeant Western (Royal Engineers), Lance Corporal Gee (Middlesex Regiment), Gunner Ward and Canter (37th Company, R.G.A.) and W. J. Carroll (Honorary Secretary)

It was decided that entries for the competition should close on July 14. Mr R. Henderson was appointed official referee and Mr W. J. Carroll, Honorary Secretary and Treasurer. The report for last year, together with the statement of accounts, the latter showing a credit balance of $49, were accepted.

It is estimated that there will be about ten teams competing in the competition; both the Middlesex and the Royal Engineers are entering two teams.

On Wednesday last a friendly game between the Royal Hongkong Yacht Club and the Royal Engineers was played in the R. E. camber and resulted in a win for the Yacht Club by four goals to two. Goals were scored by Messrs Wishart, Franklin and Linton (2) for the Yacht Club and by Morrish (2) for the Royal Engineers.

The V. R. C. meet the Royal Hongkong Yacht Club in a friendly game on Tuesday next and the R. G. A. (37th Company) on Wednesday next, both games to be played at the V. R. C. enclosure.

Gymkhana Notes.

A keener interest than usual is being taken in to-morrow's meeting at Happy Valley by both members and non-members of the Gymkhana Club. Consequently, provided the weather keeps fine, we may expect a large gathering at the rails at 4 o'clock, and bigger fields than have been seen at most gymkhanas. The Welter Race is sure to bring out a large number and is likely to prove most amusing. It will be impossible to predict a winner for this race, as a great deal depends on the start. It is to be hoped that none of our heavy-weight jockies will get hurt in this scramble.

In the first race (4 o'clock) I think Dreadnought has as good a chance as any of the others. He is a good pony though not quite up to condition. If G. C. C. Master rides Nigel he stands a good chance but it must be remembered he is a small pony and is carrying top weight. Grey Tick if sound, is dangerous, but rumour has it he is still weak in the shoulder.

The Challenge Cup is almost a sure thing for Blue Nile. He is in the pink of condition and with his owner up his chances look very rosy. Beaufort is favourite for the Hurdles, but Ben Eion will run him close if he does not win. Sanguine can jump when he wants to, but, as he has a habit of stubbornly refusing at times, he is rather an unknown quantity.

The last race is likely to be the best of the day. Mr W. G. Clarke's Crisis has been whispered as the winner. I think not. The distance seems too long for him as he never finishes well. Mr C. Paul Chater's Rust, judging by his performances at the last two meetings, should be well up at the finish. The following are some of the times taken during the training on Saturday, June 29th.

Pride of Cadzow, one mile, 2.29, last quarter 37.

Dreadnought, one mile, 2.21, last quarter 35.

Nigel, one mile, 2.23, last quarter 34.

Highland Heather accompanying and just winning by a neck (His Ex. Mr May up)

Blue Nile, one mile, 2.16, last quarter 31.

Grey Tick, (Dupree up) one mile 2.25, last quarter 33.

Manchurian Chief, one mile, 2.15, last quarter 34.

No Savvy, three quarters, 1.46, last quarter 31.

Coxcomb, (Dupree up) one mile. 2.15, last quarter 34.

Tuesday, July 2nd.

Nigel, three quarters, 1.48, last quarter 34.

Thursday, July 4th.

Dreadnought, (Gegg up) one mile, 2.21, last quarter 36.

Pride of Cadzow, one mile, 2.21, last quarter 36.

Blue Nile, (Master up) half mile, 1.04½, last quarter 29½.

No Savvy, quarter 32.

Grey Tick, half mile. last quarter 30. Dublin joined him for the last quarter and beat him easily.

STIRRUP-CUP.

FATAL EXPLOSION AT TOKYO.

On June 21 at 5 p.m. fire broke out in a shed on the premises of a firework manufacturer at Moto-mura, Saruyo, on the outskirts of Tokyo, reports the "Japan Chronicle." The flames spread to the gunpowder godown, which was blown up, and fifteen or sixteen of the operatives—men and women who were working near, were struck down, all being either killed or injured. The exact extent of the loss of life is not stated, but it is feared many must have been killed. Happily the factory stood by itself, some distance from other buildings, and the damage was confined to it.

LONDON LETTER.

(From Our Own Correspondent.)

LONDON, June 5.

London cricketers have had a little sensation in that Mr C. T. Studd, formerly a favourite wielder of the willow, has been this week helping the Bishop of London to conduct an open air mission in Hyde Park. At Eton and Cambridge Mr Studd played notably and it was while at Cambridge University that Mr Moody, the evangelist, interested him in mission work to such an extent that subsequently Mr Studd did missionary service in China and India. His opening speech in Hyde Park was a fine muscular affair and was extremely effective in dealing with the kind of men whom curiosity had drawn together. Mr Studd told how his father, who was an all round sportsman and the owner of some famous racehorses, came under Mr Moody's influence and after that, although he continued all his interest in other sports, he dropped horse racing.

There was an additional interest in the levée held at St. James's Palace by the King yesterday in that there were present by special invitation the veteran officers who fought at Delhi and Lucknow just half a century ago. Lord Roberts introduced the Delhi officers, who were General Sir Dighton Probyn, Lieutenant General Sir J. Hills Johnes, General Sir C. Gough, General Sir J. Watson, and Lieutenant General Sir F. J. Blane, all of whom, with the exception of the last, were awarded the Victoria Cross. General Sir G. Digby Barker, one of Havelock's officers, introduced Colonel H. G. Gorre-Browne, V.C., and Lieutenant General Sir J. C. Rattray, as representing the defence of Lucknow while the final relief of the residency was recalled by the appearance of Lieutenant General Sir Gordon Pritchard, who introduced General Sir Godfrey Clark, Lieutenant General F. Grien Wilkinson, Lieutenant General Sir Bryan Milman and Major General Luke O'Connor. Among the other notables present at the levée was Sir Claude Macdonald.

Indian affairs are now much in the public eye owing to the recent disturbances, and Chinese affairs are coming in too on account of the fighting between Amoy and Swatow. So far as India is concerned I understand that while Mr Morley and the Viceroy are determined to put down sedition, they are anxious not to hinder any genuine political or economic reform. Mr Morley's firm attitude has so impressed the House, where his reputation for the defence of free principles gives him great weight, that the extreme Radicals have stopped harassing him with questions. Negotiations are taking place, which may result in Mr Morley receiving a deputation of native demonstrators.

The "Manchester Dispatch" states "For some time past, as the Viceroy recently announced, the Indian Government has been earnestly considering how far it might grant increased representation upon the various public bodies to educated natives. A committee was appointed to consider this subject, and their report has now been for several weeks under the consideration of the India Office. It is believed that Mr Morley when he introduces the Indian Budget into the House will be able to announce the decision that has been arrived at, and to indicate the adoption of a policy that might ultimately pave the way for a real measure of autonomy for India. For this reason the Indian Budget is being expected with much interest."

Prince Fushimi, who started for Canada on Friday on his way home was, I hear, handed an autograph letter of considerable length from the King to the Mikado. A notification was also sent to the Prince to the effect that the King is sending after him a number of personal presents as a memento of his visit. To-day the Japanese warships "Tsukuba" and "Chitose" arrived in the Thames from New York, where the crews have had a right good time. They are to stay in the Medway for a fortnight and the junketting in England is not likely to fall short of the American pattern. A number of banquets are being arranged for the officers in London and elsewhere, and the Japanese Embassy and Japanese residents are making arrangements for the entertainment of the men. Among other things, the twelve hundred and fifty sailors on the vessels will be shown all round London.

The announcement made last night by Sir Henry Campbell Bannerman as to the Government programme did not surprise anybody much, for after the rejection of the Irish Councils Bill by the Irish Convention it was well known that it was unworkable. That the Passive Resisters Bill was also thrown over was a sore thing for the Nonconformist enthusiasts who are hardly mollified by a promise of a Bill next session on Education on the Government's own lines. Licensing problems are to be dealt with next session, but this session has a fairly large task before it to get through the Army Bill, the Bill for the Court of Criminal Appeal, the Small Holdings (England) Bill, and the Housing Bill. Mr Balfour thinks these should take to October to thoroughly debate, and the Premier does seem to be a little optimistic as to progress, considering the backwardness of the business at present. The best bill of the lot is the small Holdings Bill, which is likely to have some solid value in the country if the Government get it through safely. It is not as big as was expected, but it is a promising step. That there is to be no Autumn session is a decision mainly satisfactory to members themselves.

The Canadians do not seem inclined to let the "all-red" steamship route project stay in the atmosphere of fancy, and already they are making the matter too lively for the Colonial Office to shelve the resolution of the Colonial Conference in the hope that it will be forgotten. Responsible men like Sir Wilfrid Laurier and Mr Clifford Sifton in Canad are making judicious use of interviewers on the subject, so that there is much publicity for the scheme, and members of Parliament here in London are reminding Mr Winston Churchill of the matter from time to time. So we are at least likely to get a report from the experts on it.

SIXTY TWO YEARS AGO.

Rowing Match at Canton.

This is from a CHINA MAIL of June, 1845: On Monday, the 15th inst., a rowing match came off between the two four-oared gigs, the Pilgrim, belonging to Mr Spooner, and the Mameluke, belonging to Mr Walker, the course being two miles, one against the tide, and back again one mile with the tide. The choice of berths at starting, as well as on which side the station boat was to be rounded having been decided by lots, the boats took their places and at the signal for starting, the Pilgrim sprang forward like a startled deer, at once taking the lead and keeping it, although pushed hard by the Mameluke up to the rounding boat, when she was a boat's length ahead of her opponent. The Mameluke had won the choice of place, was inside, and turned with her bow oar, while the Pilgrim was outside, and having her bow oar on the larboard side, had to turn with her stroke oar; when the boats had rounded the station the Mameluke had gained nearly two boat lengths on the other. The Pilgrim, however, nothing daunted pushed on; then came the tug of war—the Mamelukes straining every nerve to keep their place. The Pilgrims, moving as one man, kept springing their boat onwards, gaining inch by inch on their competitors until near the winning boat, when one of the Mameluke's crew fell off his seat totally exhausted, and the Pilgrim came in the winner. This race was one of the most severely contested in the annals of the Canton regattas, and elicited the admiration of all who saw it.

BRITISH POST OFFICE.

A Mismanaged Institution.

We take the following interesting article from an exchange:—

A return has been recently published at Home showing the income and expenditure of the Telegraph service—with which is now included the Telephone service—and the figures are certainly startling.

There has long been a popular superstition that the Post Office is one of the best managed departments of the British Government. Undoubtedly it shows every year a huge profit. People forget, however, that the huge profit is the result of a monopoly. The Post Office has the exclusive right of conveying letters. It charges a penny for the conveyance of each letter, although experience has shown that the cost of conveyance is under a halfpenny. Anybody who had the control of such a business as this could succeed in making a profit upon it. When, however, the Post Office administrators step outside the simple task of carrying letters and enter upon the much more complex duty of conducting a Telegraph and Telephone service, their incapacity is displayed in a startling manner.

The Telegraphs were purchased by the Government in the year 1869, and came into the possession of the State at the beginning of the following year. When taken over from private companies, the Telegraphs were yielding a handsome profit, and the Government of the day looked forward not merely to a continuance of this profit but to an extension of it. The purchase was recommended to Parliament as a sound financial investment.

In the first year after purchase the State did succeed in making a profit of £47,000, which was applied to a sinking fund. In the next year the profits sank to £6,000, and since that date there have only been five years in which any profit at all has been realized. The losses, after excluding outlay in the nature of capital, have frequently exceeded £100,000 a year and have even risen above £500,000. The loss last year was £353,000.

The aggregate deficiency in thirty-six years as shown in the official return above referred to, since the State took over the Telegraphs, is no less than £6,476,000. This is the result, according to official figures, of a purchase which was going to prove so profitable. As usual, however, the official figures tell only part of the story. They omit, for example, the significant fact that last year the Government received no less than £227,000 in the way of royalties payable by the National Telephone Company and other licenses. These royalties are in return for no services rendered. They are merely a tax on private enterprise, and ought to be treated as such. If these receipts are deducted from the revenue, the loss last year would be increased to £580,000.

Nor is that all. No allowance is made in the official figures for the loss of interest on money advanced out of revenue for expenditure in the nature of capital, nor for loss of interest upon money expended to make good the annual deficiencies. Both these items would be allowed for if the concern were being worked on a commercial basis. If we allow interest at the rate of 3 per cent, a sum of more than £400,000 would have to be added to last year's loss, bringing the actual commercial loss last year on the working of the Telegraphs and Telephones up to at least £1,000,000. It is well that this fact should be realised by the public when schemes are put forward for the unlimited extension of State enterprise.

WEATHER REPORT.

The following notice is issued by Mr Figg of the Hongkong Observatory:—

On the 5th at 11.45 a.—The barometer has risen considerably in E. Japan, and fallen moderately on the E. coast of China.

The depression lying over N.E. Japan yesterday, has passed to Pacific. A slight depression is shown this morning over Shantung. It appears to be moving towards N.E.

Pressure is high over the N. part of the China Sea and the Pacific to the South of the Loochoos. It exceeds the normal by about 0.1 inch over the S. coast of China, Formosa and the Loochoos.

Moderate S. monsoon may be expected in the Formosa Channel and along the Northern shores of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day 0.10 inches.

Forecast for the 24 hours ending at noon to-morrow.

FORECAST DISTRICT.

1.—Hongkong and Neighbourhood: S. winds, moderate; fair.

2.—Formosa Channel: Same as No. 1.

3.—South coast of China between Hongkong and Lamocks: Same as No. 1.

4.—South coast of China between Hongkong and Hainan: Same as No. 1

HONGKONG CARGO MOVEMENTS.

Arrivals for the past twenty-four hours brought in about 10,000 tons of cargo—rice, coal, sugar and general. The Nanshan from Saigon brought 2800 tons rice; the Solstad from Moji 1800 tons coal; Hong Wan I from Rangoon 1000 tons sugar, 300 tons general; the Mathilde from Haihow 1000 tons rice; Hupeh from Haiphong and Pakhoi, 600 tons general, 400 tons coal; Shaoshing from Shanghai and Swatow 950 tons general; Cheong Shing from Tientsin 800 tons general; Haiching from Foochow and Swatow 300 tons general; Athenian from Vancouver and Shanghai 100 tons dried fish; Tean from Manila 30 tons sugar.

About 9000 tons went out to-day; the Antilocus for Keelung took 3000 tons general; Kweishow for Swatow 1100 tons general; Pong Tong, for Bangkok, 1000 tons general; Nissin Maru for Kobe, 900 tons general; Fansang for Singapore, 800 tons general. Yruma for West River, 100 tons general. In addition the Shaoshing took 14 cases of sporting rifles and one case of cartridges for Canton.

FORMOSA-SOUTH CHINA TRADE.

The cargo on the Formosa-South China line of the Osaka Shosen Kaisha has hitherto chiefly consisted of material exported for building purposes, but the export of tea has of late considerably increased, and the S.S. Saiko Maru was temporarily added to meet the increased trade. As this vessel has proved insufficient, the S.S. Choshu Maru has recently been also added. Hongkong is her starting point and she calls at Amoy, Swatow and Foochow.

N. D. L. ENTERPRISE.

The present line of three mail and passenger steamers which the Norddeutscher Lloyd maintains every 28 days between Hongkong and German New Guinea via Japan and Manila will probably be duplicated in the near future by a new line of three steamers being started from Singapore and the ports of call will be Batavia and Sourabaya on their way to German New Guinea. It may be interesting to know that the steamers Prinz Sigismund and Prinz Waldemar which now run between Hongkong and German New Guinea were formerly on a similar run from Singapore. The steamers for the proposed duplicate run from Singapore will probably be taken from the newer and larger boats of the company on the coasting line.

ACCOMMODATION ON THE SIBERIAN RAILWAY.

Greater Attention to be Paid to Passengers.

The "Japan Advertiser" translates from the "Dalyokaya Okraina" a statement to the effect that the following telegram has been sent to St. Petersburg by the Superintendent of the Siberian, Moscow-Kourski, etc., railways.

"The passengers of the expresses which are in direct communication with the ports of Japan, Shanghai, and the stations of the Chinese Eastern Railway to the West, as far as the stations which lie beyond Irkutsk, on changing at Irkutsk do not receive from our staffs the berths belonging to them in the Siberian train, and are themselves obliged to search for their places, or if they have families with them, to take places in different compartments. With a view to the elimination of these inconveniences, especially in the case of changing for foreigners who do not understand Russian, and for a guarantee to the passengers of the places belonging to them, the following arrangement is made: The train superintendent will telegraph from Harbin to the Station-master at Irkutsk the number of berths engaged, upper for ladies, lower for non-smokers according to classes. One copy is sent to the office of the International Sleeping Car Company, and another remains with the train superintendent.

MANCHURIAN REFORMS.

Hsü Shih-chang, Viceroy of Manchuria, has been instructed by the Peking Government to carry out the following reforms in the Three Eastern Provinces without unnecessary delay:—

(1) To maintain good relations with Russia and Japan which are still the controlling powers in Central, North and South Manchuria still.

(2) To reform the financial and commercial systems.

(3) To suppress the Hunghutze.

(4) To dredge the Lino and other important inland waterways in Fêngtien, Kirin and Heilungkiang.

It is stated that by arrangement with Viceroy Tuan Fang H. E. Hsü will transport 60,000 poor people from the famine area in Northern Kiangsu Province to south Manchuria to dredge the Linoho, prior to the close of navigation at Newchwang this year.

Viceroy Hsu will, in company with Governor Chu Chia-pao of Kirin and Taotai Sha Ying-tu proceed to Harbin shortly to resume negotiations with the Russian authorities about the establishment of the proposed Chinese Customs at Manchouli and Heinoshuifen on the Russian-Chinese frontier. In view of the excessive demand for extra tariff privileges by the Russian delegates, there may be some difficulty in settling the important question between the two countries. In order to enable H.E. Hsü to carry out the above-named reforms as soon as possible, the Viceroy has been given Tls. 3,000,000 of the surplus of the 1900 Boxer indemnity in addition to the Tls. 2,000,000 which were taken to Mukden under military escort the day after the departure of the new Manchurian officials. Thus if the report about the handing over of Tls. 6,500,000 to H.E. Hsü by H.E. Chao, Viceroy-designate of Szechuan, on the former's arrival at Mukden is true, then the Viceroy has Tls. 11,500,000 in hand to meet various Government expenses.

H.E. Hsü will proceed to Kirin and Heilungkiang after the completion of his duties at Mukden.—"N.-C. D. News."

AS OTHERS SEE US.

Englishmen and Manners from the Chinese Point of View.

[BY LIN HSIN KWEI.]

When I came to England first, which was two years ago, I remember on approaching London from Dover by the Chatham and South Eastern Railway, I was very much struck with the multitude of chimney pots, and on arriving at the terminus the omnibuses were a novelty to me, having two storeys like a house. I had seen nothing like them in China.

As soon as I had settled down in London I looked about for a school, and seeing the advertisements of the scholastic institutions I thought they were Government offices for furnishing students with information. I was much astonished to find that both they and the headmasters with whom I came in contact acted on commercial principles.

We have somehow got the notion in China that the family relations here are not so close as they are with us, but I have since my arrival in England, discovered that the members of an English family love and respect each other just as much as we do in China. Nevertheless, I notice a difference. In China, when the sons are married, they still live under the parental roof, but in this country, when members of a family are married, they live separate from other members.

We think it is a duty of the children to look after their parents, and that they will be better cared for and have more comfort if the married sons remain at home. As I understand it, the reason the English children do not live with their parents is not because they love their parents less but because the English parents are more considerate, and think the children have a right to be free.

MARRIAGES WITHOUT MIDDLEMEN.

I am of opinion also that the English system of free marriages, based on personal acquaintance, is better than our Chinese system of trusting to a middleman. A middleman, I may observe, is a friend of the two families who knows something about the two parties. He is always apt to suppress the deficiencies of one or the other, and to accentuate their good qualities. Naturally, the consequences of this system are often unhappy.

I have been greatly impressed with the freedom of intercourse between the two sexes in this country, but I have learnt that religious and social sanctions act as a check on the whole on any large misuse of such liberty. But one thing I must say, and that is that English wives do not attend to many household duties which it is essential for a Chinese wife to perform. For instance, ladies in China not only make their own dresses, but their own boots and socks. In England, however, there are so many outdoor attractions for the ladies, and then your manufacturers make nearly every article.

As to the behaviour of the English people, I find that high officials and gentlemen are very polite and affable while labourers and the common people are often rude and insolent. In China the reverse is true—that is to say, people in humble life are more friendly in their attitude towards foreigners.

OUR USELESS SCHOOLS.

In the matter of English servants it strikes me that in the schools for the poor here they do not receive a practical education, one which is a real preparation for their future calling. They acquire knowledge which is of little or no use to them for the life they will actually have to live. It might be suitable for ladies, but its value for a person who is going to take up a servant's calling I fail to see.

The relation here between master and servant is purely that between employer and employee, whereas in China the domestic servants are really semi-members of the family. We have servants who serve us all their life, and their descendants serve our descendants. I like the Chinese system better than the English, because in China the masters have such sympathy for their servants and such trust in them, and the servants naturally show them loyalty and respect. They are not bondmen and bondwomen. The relation is an absolutely free one. In this regard I do not admire what I see here.

As regards household life, I think the furniture of English houses is very luxurious and sumptuous, but the catering is very inferior to ours in China. We have more variety. The English might have it also, but, taking the people generally, they do not cultivate the culinary. They eat to appease hunger, apparently, not for enjoyment. The cooking is got rid of as a sort of drudgery, as a thing not worthy of any serious preoccupation on the part of those responsible for it.

It was a novelty, however, to me to see English people eat such quantities of puddings as they do with their meals. We never eat puddings with meals. I do not dislike blanc mange, however, but I do Christmas pudding, though for politeness sake I have often been obliged to eat some.

TOO MUCH BUSINESS.

I am of opinion that the material life of this country is highly advanced, more so than in China, and this has an important consequence. The wealthy people here are generous, because they can afford to be so. Our people are more industrious, but they are not so well organised and equipped. But I have not been altogether favourably impressed by the absolute immersion in business of the English people, the intensity with which they pursue their callings so as to have little interest for anything else. This habit accompanies them into private life, making them calculate so accurately over the expenditure even between husband and wife.

As a student of politics I think English Parliamentary government is an ideal government. What strikes me as strange, however, is that there is so much useless opposition from the party out of power, which hampers the progress of reform. I suppose that sort of thing is bound to occur under party government. I understand, of course, that the opposition is constantly appealing to the judgment of the country. I believe, however, that in one form or another Parliamentary government will be introduced into China when our political education is more developed than it is just now.

INCOMPLETE EVENING DRESSES.

I must add a few words about the sporting instincts of the English race, which strike me as strange. The undergraduates of Oxford and Cambridge spend nearly half their time on cricket and tennis and boating, and it seems that no academic career is regarded as brilliant without some sporting achievement. I admit that physical exercise is necessary for health but English undergraduates appear to me to spend more time on it than is really desirable.

We have sports in China, but they do not fill so large a space in our lives. I am astonished, too, to see women playing manly games. I do not think it is very becoming, but, on the other hand, I hold that women in China lead too secluded lives. Still, I should not like to see Chinese ladies adopt the evening dress of English ladies, which does not appear to me to add to their attractiveness. That would be greater in my view, in a more complete dress.

I have also wondered much at the tight lacing of the ladies which, it has struck me, must be very injurious, as well as at the high-heeled boots they wear. I had a notion once that as they were so tightly laced they must eat their food by instalments.

English soldiers look well fed and well disciplined, but their walking out with young girls when in uniform has struck me as unbecoming. They are human, of course, and I do not blame them on that ground, but soldiers when in uniform should not be seen in company with a woman. If they were in private costume it would be different. In China, if a man wears a uniform he is supposed to be on official duty.

LAXITY IN LOVE MAKING.

The English religion does not appeal to me so much on its religious side as for its social value, the ecclesiastics being also promoters of charitable and humane organisations.—I think there is more benevolent activity here than in China, more unselfish work on the part of ecclesiastics to improve the condition of others, since the Buddhist priests do not do such work, at least, not on such a large scale. Of course, they give away food, and are very generous in the matter of hospitality, but I have been much impressed by the great dimensions of the charitable operations carried on here. English ecclesiastics also seem to me superior to our Buddhist priests in the matter of their secular education.

I have seen a great many English plays and read a great many English novels, and what strikes me about them is that the whole interest is concentrated on love-making, as if there is no other thing in the world, while in China we find entertainment in historical plays and tales of adventure, in which love plays no part. Perhaps the reason is that the English look upon love as a sacred thing, the sole source of happiness in life, while we Chinese regard it as only a very small part of the business of life.

Generally speaking, I enjoy my life here very well, except for the dense fogs and the constant climatic variations. On the whole, people are very kind to us, though I think the Chinese would be equally kind to strangers, and perhaps more hospitable. And last of all, I should not forget to say that your national pride is a striking feature of your character, a feature I do not find that other nations possess in the same degree.—"Manchester Despatch."

CONDITIONS AT VLADIVOSTOCK.

It appears from a Vladivostock telegram of June 22 to the Osaka "Asahi" that persistent rumours are in circulation there to the effect that a great insurrection is about to take place. The City is strictly guarded, and many people are starting on journeys for the purpose of escaping from danger. The commander of the Fortress has forbidden labourers to leave the port. They have to report all their movements. A rumour is current that Moscow has been set on fire by the mob and is now burning.

RUSSIANS FOR THE PHILIPPINES.

A Novel Enterprise.

The "Japan Advertiser" translates from the "Commercial Advertiser" (Listok Obyavlenii) of Nagasaki, an invitation to all desirous of taking part in the establishment of a Russian tropical colony in the Philippine Islands to apply for particulars to the Dalny Vostok Company. The invitation is followed by a description of the various advantages possessed by the Philippines for Russian factories in the Pacific Ocean, by reason of its proximity to the Siberian coast; climatic and agricultural conditions; non-exclusion of foreign settlers; civilized conveniences; safety of life and property; accessible ports and harbours, etc., etc.

American readers, our Yokohama contemporary remarks, would certainly like to know something more about this enterprise, of which this is our first intimation. We note with interest that our Russian contemporary does not believe in the ultimate relinquishment of the Islands by America, on the ground of their constituting the sole citadel which guarantees her an advantageous share of the trade of the Far East, and influence in the Pacific Ocean, where for the most part the "further tragi-comedy of human history will be enacted." The rôle of this ocean "recalls that of the Mediterranean in ancient civilisation. The Americans are educating the Filipinos for freedom and self-government; they will give them free institutions, but not political autonomy." Who knows?

Shipping.

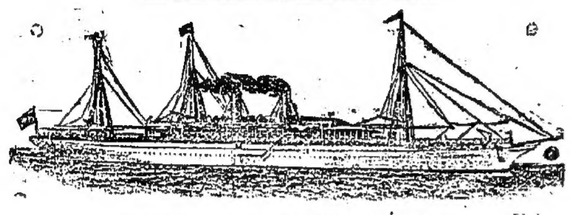
PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

WILL despatch VESSELS to the Undermentioned PORTS on or about the DATES named:—

FOR	STEAMERS	TO SAIL ON	REMARKS.
SHANGHAI, MOJI, KOBE AND YOKOHAMA	SIMLA, Capt. C.D. Goldsmith, R.N.R.	About 8th July.	Freight and Passage.
SHANGHAI	DELHI, Capt. J. D. Andrews, R.N.R.	About 11th July.	Freight and Passage.
LONDON, VIA USUAL PORTS	CHINA, Capt. E. Street	Noon, 13th July.	See Special Advertisement
MARSEILLES, LONDON AND ANTWERP	SYRIA, Capt. D. C. Gregor, R.N.R.	About 17th July.	Freight and Passage.

P. & O. S. N. Co.'s Office. E. A. HEWETT, *Superintendent.* 28

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



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11 DAYS YOKOHAMA TO VANCOUVER.

18 DAYS HONGKONG TO VANCOUVER.

PROPOSED SAILINGS. (*Subject to Alteration*).

R.M.S.		LEAVE HONGKONG	ARRIVE VANCOUVER.
ATHENIAN	3382 Tons	Wednesday, July 17	Aug. 10.
EMPRESS OF INDIA	6000 Tons	Thursday, Aug. 1	Aug. 19.
MONTEAGLE	6163 Tons	Wednesday, Aug. 14	Sept. 7.
EMPRESS OF JAPAN	6000 Tons	Thursday, Aug. 29	Sept. 16.
TARTAR	4425 Tons	Wednesday, Sept. 11	Oct. 5.
EMPRESS OF CHINA	6000 Tons	Thursday, Sept. 26	Oct. 14.

'EMPRESS' Steamers will depart from Hongkong at 4 P.M.
" Intermediate Steamers at 12 NOON.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Empress, and at Quebec, with the Company's new palatial 'EMPRESS' Steamships, 14,500 tons register. The through transit to Liverpool being 22 1/2 days from Yokohama, and 29 1/2 days from Hongkong.

Hongkong to London, 1st Class.....via St. Lawrence £60. via New York £62.
" " " Intermediate on Steamers and 1st Class Railways... " £40. " " £42.

R.M.S. *MONTEAGLE, TARTAR* AND *ATHENIAN* Carry *INTERMEDIATE* Passengers only at intermediate rates, affording superior accommodation for that Class.

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SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

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NIPPON YUSEN KAISHA
(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES.
MARSEILLES, LONDON AND ANTWERP, Via SINGAPORE, PENANG, COLOMBO AND PORT SAID	KANAGAWA MARU, Capt. N. Ohno, Tons 6169	WEDNESDAY, 10th July, at Daylight.
	WAKASA MARU, Tons 6265 Capt. A. Christiansen,	WEDNESDAY, 24th July, at Daylight.
VICTORIA, B.C., AND SEATTLE, WASH., Via SHANGHAI, MOJI, KOBE & YOKOHAMA.	* RIOJUN MARU, Capt. G. S. Lapraik, Tons 4806	TUESDAY, 9th July, at Daylight.
	* KAGA MARU, Tons 6301 Capt. F. E. Cope,	TUESDAY, 23rd July, at Daylight.
SYDNEY AND MELBOURNE, Via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE.	YAWATA MARU, Capt. T. Harrison, Tons 3817	FRIDAY, 12th July, at Noon.
	NIKKO MARU, Capt. E.W. Haswell, Tons 5539	FRIDAY, 9th August, at Noon.
GENOA, LONDON, ANTWERP, via MANILA, SINGAPORE, COLOMBO, SUEZ AND PORT SAID	‡ COLOMBO MARU, Capt. C. A. Lee, Tons 4709	SATURDAY, 6th July, a.m.
NAGASAKI, KOBE AND YOKOHAMA.	NIKKO MARU, Capt. E.W. Haswell, Tons 5539	WEDNESDAY, 10th July, at Noon.
SHANGHAI, MOJI & KOBE	‡ KAGOSHIMA MARU, Capt. K. Kori, Tons 3412	FRIDAY, 12th July
KOBE AND YOKOHAMA	BINGO MARU, Capt. F. L. Sommer, Tons 6247	SATURDAY, 13th July, a.m.
BOMBAY, VIA SINGAPORE AND COLOMBO.	‡ TOTOMI MARU, Capt. A. Keith, Tons 3412	THURSDAY, 18th July.

‡ Cargo only. * Calling at KEELUNG.

† Through Passenger Tickets issued to the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

A. S. MIHARA, *Manager.* 130

GREAT NORTHERN STEAMSHIP COMPANY

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MINNESOTA

26,000 TONS

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Sailing Dates Subject to Change.

'MINNESOTA,' Captain C. F. AUSTIN. { On WEDNESDAY, 31st JULY, at Noon.

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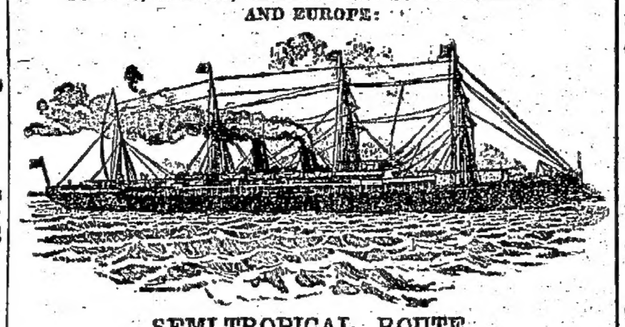

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PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMERS.		SAILING DATES. 1907
* NIPPON MARU	11,000 Tons	TUESDAY, 9th July, at Noon.
DORIC	9,500 "	SATURDAY, 20th July, at Noon.
COPTIC	9,000 "	SATURDAY, 27th July, at Noon.
* HONGKONG MARU	11,000 "	TUESDAY, 6th Aug., at Noon.
* KOREA	18,000 "	FRIDAY, 16th Aug., at Noon.
* AMERICA MARU	11,000 "	SATURDAY, 24th Aug., at Noon.
* SIBERIA	18,000 "	SATURDAY, 31st Aug., at Noon.
CHINA	10,200 "	SATURDAY, 7th Sept., at Noon.
* MANCHURIA	27,000 "	SATURDAY, 14th Sept., at Noon.

* Twin Screws.

RECORD FAST TRIPS.

Yokohama to San Francisco.....s.s. KOREA, 18,000 tons. September 16-27th 1905; 10 days, 11 hours and 5 minutes.

San Francisco to Honolulu.....s.s. SIBERIA, 18,000 tons. August 16th-20th, 1905; 4 days, 19 hours.

San Francisco to Yokohama.....s.s. SIBERIA, calling at Midway Islands and Honolulu en-route, August 16th-31st, 1905, 13 days, 13 hours.

Yokohama to San Francisco.....s.s. SIBERIA, 18,000 tons, Oct. 13th to 23rd, 1905 10 days, 10 hours and 29 minutes.

THE T.K.K. Steamship NIPPON MARU will be despatched from Hongkong to SAN FRANCISCO, via SHANGHAI, NAGASAKI, (INLAND SEA), KOBE, YOKOHAMA and HONOLULU, on TUESDAY, the 9th July, 1907, at Noon, taking cargo for Japan and the United States.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

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SAILINGS FROM HONGKONG, via INLAND SEA OF JAPAN, KEELUNG, MOJI, KOBE & YOKOHAMA; FOR PORTLAND, OREGON,

OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP.	TONS.	CAPTAIN.	TO SAIL ON.
NUMANTIA	4371	H. FELDTMANN	July 16, at 5 p.m.
ARABIA	4483	METZENTHIN	Aug. 7, at Noon.
ALESIA	5167	JOHN ERNST	Sept. 4, at Noon.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to

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CHINA NAVIGATION CO., LD.

FOR	STEAMER	TO SAIL.
HOIHOW & HAIPHONG	HUPEH	July 6, Daylight.
SWATOW AND SHANGHAI	SHAOHSING †	July 8, at 4 p.m.
MANILA	TEAN *	July 9, at 4 p.m.
MANILA, ZAMBOANGA, PT. DARWIN THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	CHANGSHA * ‡	July 10, at 4 p.m.
YOKOHAMA AND KOBE	CHINGTU †	July 11, at 4 p.m.
CEBU & ILOILO	KAIFONG	July 13, at 4 p.m.

* The attention of Passengers is directed to the Superior Accommodation offered by these Steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.

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CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captains.	For	Sailing Dates.
ZAFIRO	2540	A. Fraser	Manila	Saturday, July 6, Noon.
RUBI	2540	R. W. Almond	Manila	Saturday, July 13, at Noon.

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FOR NEW YORK, via PORTS AND SUEZ CANAL.

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INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

For	Steamer		To Sail.
* SINGAPORE, PENANG AND CALCUTTA	NAMSANG	TUESDAY,	July 9, at 3 P.M.
‡ SANDAKAN	MAUSANG	THURSDAY,	July 11, at 4 P.M.
* MANILA	YUENSANG	FRIDAY,	July 12, at 4 P.M.

REDUCED FARES TO STRAITS & CALCUTTA.

Hongkong to Singapore 1st-Class	Single $ 65	Return	$100
Penang "	" 85	"	130
Calcutta "	" 165	"	250

* These Steamers have superior Accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, Newchwang, and Yangtsze Ports.

‡ Taking Cargo on through Bills of Lading to Kudat, Lahad, Datu, Simporna, Tawao, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd.,
General Managers.

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINES.

For	Steamers	To Sail.
NAPLES, GENOA, GIBR'LTAR, SOUTHAMPTON, ANTWERP AND HAMBURG	PREUSSEN, Capt. C. Nahrath,	WEDNESDAY, 17th July, at Noon.
SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA	ZIETEN, Capt. Rud Meyer.	About WEDNESDAY, 17th July.
MANILA, NEWGUINEA, BRISBANE, SYDNEY AND MELBOURNE	MANILA, Capt. Minssen.	THURSDAY, 18th July, at Noon.
YOKOHAMA AND KOBE	PRINZ WALDEMAR, Capt. W. von Senden.	About FRIDAY, 26th July.
KUDAT AND SANDAKAN	BORNEO, Capt. F. Sembill.	SATURDAY, 3rd August, at 9 a.m.

For further Particulars, apply to

Norddeutscher Lloyd,
MELCHERS & CO.,
General Agents, Hongkong & China. 759

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship TONKIN, Captain MORTON, will be despatched for the above ports on or about MONDAY, the 8th July.

G. DE CHAMPEAUX, *Agent.*

Hongkong, July 1, 1907. 1097

MESSAGERIES MARITIMES

FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, AUSTRALIA, ADEN, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

THE Steamship SYDNEY, Captain BARILLON, will be despatched for MARSEILLES on TUESDAY, the 9th July, 1907, at 1 P.M.

Passage Tickets and through Bills of Lading issued for above ports, and for Australia with prompt transhipment at Colombo.

Cargo also booked for principal places in Europe.

Next Sailings will be as follows:—

S.S. ERNEST SIMONS.....July 23, 1907.
S.S. TONKIN.....Aug. 6, 1907.
S.S. SALAZIE.....Aug. 20, 1907.
S.S. POLYNESIEN.....Sept. 3, 1907.
S.S. TOURANE.....Sept. 17, 1907.
S.S. AUSTRALIEN.....Oct. 1, 1907.

G. DE CHAMPEAUX, *Agent.*

Hongkong, June 25, 1907. 1069

P. & O. S. N. CO.

FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship *CHINA*, Captain E. STREET, carrying His Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 13th July, at Noon, taking Passengers and Cargo for the above Ports, in connection with the Company's Steamship *Moollan* 9,600 tons, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed from Bombay by the R.M.S. *China*, due in London on the 18th August, 1907.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further Particulars, apply to

E. A. HEWETT, *Superintendent.*

Hongkong, June 20, 1907. 1064

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & FOOCHOW.

THE Company's Steamship HAICHING, Captain A. E. HODGINS, will be despatched for the above Ports on SATURDAY, the 6th July, at Noon.

For Freight or Passage, apply to

DOUGLAS, LAPRAIK & Co., *General Managers.*

Hongkong, July 3, 1907. 1111

REGULAR STEAMSHIP SERVICE TO NEW YORK,

VIA PORTS AND SUEZ CANAL,

With Liberty to Call at MALABAR COAST.

PROPOSED SAILINGS FROM HONGKONG.

STEAMER.	TO SAIL. 1907.
FOR BOSTON & NEW YORK.	
SAINT PATRICK	9th July.

For Freight and further information, apply to

DODWELL & CO., LTD., *Agents.* 111

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FIUME and TRIESTE Direct, Calling at SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ AND PORT SAID.

(Taking Cargo at through rates to the BRAZILS, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS).

THE Company's Steamship NIPPON, Captain E. TARANOCHIA, will be despatched as above on SUNDAY, the 21st July.

This Steamer has capital accommodation for passengers, Electric Light and carries a Doctor.

For information as to Passage & Freight, apply to

SANDER, WIELER, & CO., *Agents,* Princes' Buildings.

Hongkong, July 4, 1907. 1114

EASTERN & AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE, (Calling at TIMOR, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship EMPIRE, Captain HELMS, will be despatched as above on SATURDAY, the 27th July, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO., *Agents.*

Hongkong, July 4, 1907. 1115

Shipping.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship CATHERINE APCAR, Captain W. D. A. THOMAS, will be despatched for the above Ports on TUESDAY, the 9th July, at 3 p.m.

For Freight or Passage, apply to

D. SASSOON & Co., LD., *Agents.*

Hongkong, July 4, 1907. 1113

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG AND CALLAO AND IQUIQUE, via JAPAN PORTS (Karatsu, Kobe and Yokohama).

WITH OPTION TO CALL AT MEXICO AND OTHER COAST PORTS.

Steamers	Tons	To Sail
KATHERINE PARK	4000	July 18, at Noon.
KASATO MARU	6100	End of Sept.

Taking Freight and Passengers to other Eastern and Western Coast Ports of South America in connection with steamers of the Pacific S.N. Co.

The above steamers have splendid accommodation and are fitted throughout with Electric Light. A duly qualified Surgeon is carried on each boat.

K. MATSDA, *Manager,* York Building.

Hongkong, April 15, 1907. 215

ADVERTISE

ADVERTISE

ADVERTISE

'The Life of Trade.'

A ONE-TIME order, like one blow of the hammer on the head of the nail, makes an impression, but it is only the continuous insertion of the advertisement, like the continuous pounding on the head of the nail, that drives the argument home and clinches it.

The BEST Medium for Advertising are

THE "CHINA MAIL,"

THE "OVERLAND CHINA MAIL,"

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Read by all Classes in the Colony

Established over Half-a-Century

EAST PRAYA RECLAMATION SCHEME.

AS PROPOSED TO THE HONGKONG GOVERNMENT AND THE MARINE LOT-HOLDERS BY SIR PAUL CHATER.

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BY REV. G. H. BONDFIELD and DYER BALL, M.R.A.S

Edited by REV. C. H. HICKLING.

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Price ... ... $1.00.

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By Prof. E. H. PARKER.

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Price... ... ...50 Cents.

Shipping.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

PROPOSED SAILINGS OF MAIL STEAMERS

FOR

MARSEILLES & LONDON,

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS to COLOMBO	Leave HONGKONG	Connecting Steamers from COLOMBO to MARSEILLES & LONDON	Due at MARSEILLES (Brindisi 2 days earlier)	Due at PLYMOUTH (London 1 day later)
TONS	Noon Sat'day 1907	TONS	Saturday, 1907	Saturday, 1907
CHINA 8000	July 13	MOOLTAN 9600	Aug. 10	Aug. 17
DELTA 8000	July 27	MACEDONIA .10500	Aug. 25	Sept. 1
DELHI.....8000	Aug. 10	HIMALAYA ... 7000	Sept. 8	Sept. 15
ARCADIA 7000	Aug. 24	MOLDAVIA ... 9500	Sept. 22	Sept. 29
MARMORA...10500	Sept. 7	INDIA..... 8000	Oct. 6	Oct. 13
MALTA 6000	Sept. 21	MONGOLIA ... 9500	Oct. 20	Oct. 27
DELTA 8000	Oct. 5	VICTORIA..... 7000	Nov. 2	Nov. 9
OCRANA 7000	Oct. 19	BRITANNIA... 7000	Nov. 16	Nov. 23
DELHI.....8000	Nov. 2	MOOLTAN 9300	Nov. 30	Dec. 7
ARCADIA 7000	Nov. 16	CHINA 8000	Dec. 14	Dec. 21
DEVANHA ...8000	Nov. 30	HIMALAYA... 7000	Dec. 28	1908, Jan. 4

Passengers change steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.

Accommodation in the connecting steamer from COLOMBO is arranged in Hongkong at time of booking.

In addition to the above Mail Steamers the following :—

INTERMEDIATE (NON-TRANSHIPMENT) **STEAMERS**

WILL LEAVE FOR

LONDON,

CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMERS.	TONNAGE	Leave HONGKONG about		Due at LONDON about	
* SYRIA	7000	July	17	Sept.	2
* NYANZA.....	7000	July	31	Sept.	16
* SIMLA	6000	Aug.	14	Sept.	30
* SUNDA	4600	Aug.	28	Oct.	14
† CEYLON	4900	Sept.	11	Oct.	28
* NAMUR	7000	Oct.	9	Nov.	25
* MANILA.....	4500	Oct.	23	Dec.	9
* BORNEO	4500	Nov.	6	Dec.	23
* NORE	7000	Dec.	4	Jan. (1908)	20

These Steamers call also at Singapore, Penang, Colombo, and at Malta or Marseilles.

* Carries 1st and 2nd Saloon Passengers. † Carries only First Saloon Passengers

For further particulars, Apply to

E. A. HEWETT,
Superintendent.

2221

OSAKA SHOSEN KAISHA.

REGULAR STEAM-SHIP SERVICE BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

THE CO.'S S.S.	FOR	LEAVING
* *MASAN MARU*, Capt. I. SAKURAI,	TAMSUI, Via SWATOW AND AMOY.	SUNDAY, 7th July, at 9 a.m.
* *FUKUSHU MARU*, Capt. T. ITO,	ANPING, Via SWATOW AND AMOY.	WEDNESDAY, 10th July, at 8 a.m.
† *SHOSHU MARU*, Capt. M. NEMOTO,	SHANGHAI, Via SWATOW, AMOY AND FOOCHOW,	THURSDAY, 18th July, at 9 a.m.

* These Steamers have excellent Accommodation for First and Second-class Passengers, and are fitted throughout with Electric Light. First-class Saloon Amidships. Unrivalled Table.

† Taking Cargo on through Bills of Lading to all Yangtsze & Northern China Ports.

For Freight, Passage and further information, apply at the Co.'s local Branch Office, at SECOND FLOOR, No. 1 QUEEN'S BUILDINGS.

T. ARIMA, *Manager.*

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NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP CO.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY CO.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA B.C. AND TACOMA

VIA

MOJI, KOBE AND YOKOHAMA.

Steamers.	Tons.	Captains.	To Sail.
SHAWMUT	9606	E. F. Roberts.....	About Aug. 7.
TREMONT	9606	T. W. Garlick	About Sept. 10.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESS

* The Twin-screw s.s. *Shawmut* and *Tremont* are fitted with very superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, Apply to

Dodwell & Co. Limited,
GENERAL AGENTS.

QUEEN'S BUILDINGS. 17

Notices to Consignees.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.

NOTICE TO CONSIGNEES.

THE Steamship PRINZ LUDWIG, having arrived, Consignees of Cargo are hereby informed that their Goods with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the HONGKONG & KOWLOON WHARF AND GODOWN COMPANY, LIMITED, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before TUESDAY, the 2nd of July, at 1 P.M.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 9th of July, will be subject to rent.

All Broken, Chafed, and Damaged Goods are to be left in the Godowns, where they will be examined on the 9th of July, at 9.30 A.M.

All Claims must reach us before the 12th of July, 1907, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.—

NORDDEUTSCHER LLOYD,
MELCHERS & CO.,
Agents.

Hongkong, July 2, 1907. 1107

WASHING BOOKS.

(In English and Chinese).

WASHERMAN'S BOOKS, for the use of Ladies and Gentlemen can now be had at this Office.—Price, 50 Cents.

CHINA MAIL Office, 8, Queen's Road Central.

'SIR ROBERT HART'S MEMORANDUM.'

A Series of Articles on Sir ROBERT HART'S SCHEMES for the Improvement of China.

Reprinted from the *China Mail* To be had in pamphlet form at this Office, 8, Queen's Road Central.

PRICE 50 Cents

THE

LONDON DIRECTORY,

(PUBLISHED ANNUALLY).

ENABLES enterprising traders throughout the Empire to keep in close touch with the trade of the Motherland. Besides being a complete commercial guide to London and its Suburbs, the Directory contains lists of :—

EXPORT MERCHANTS

with the Goods they ship, and the Colonial and Foreign markets they supply ;

STEAMSHIP LINES

arranged under the Ports to which they sail, and indicating the approximate sailings ;

PROVINCIAL APPENDIX

of Trade Notices of leading Manufacturers, Merchants etc., in the principal provincial towns and industrial centres of the United Kingdom.

A copy of the current edition will be forwarded, freight paid, on receipt of Post Office Order for TWENTY SHILLINGS.

THE LONDON DIRECTORY Co., Ltd., 25, ABCHURCH LANE, LONDON, E.C., ENGLAND.

THE

Bangkok Times.

THE LEADING NEWSPAPER IN SIAM

And widely circulated in Malaya, Cochin China, the Straits Settlements, and Burma.

A DAILY NEWSPAPER, with a weekly Mail Edition (20 pp.)

SUBSCRIPTION, DAILY (postage extra), Ticals 50 a year.

WEEKLY, including postage, £2 p.a.

ADVERTISING RATES. Per inch (8 lines), Ticals 2, one insertion; Ticals 4 cents 50, three times; Ticals 6 cents 75 a week; Ticals 14 cents 47, a first month; subsequent months, Ticals 9 cents 23.

A UNIQUE FEATURE of the "Bangkok Times" is its Siamese version. Thus the advertiser is enabled to talk as it were with the Siamese in their own tongue without knowing one word of it, the "Bangkok Times" doing the translations required.

Literary communications should be addressed to the EDITOR. Business communications to the MANAGER. Cheques and Post Office Orders in favour of MANAGER, "Bangkok Times."

Orders booked by MANAGER, *China Mail.*

A WONDERFUL DISCOVERY.

This is the age of research and experiment, when all nature, so to speak, is ransacked by the scientific for the comfort and happiness of man. Science has indeed made giant strides during the past century, and among the—by no means least important—discoveries in medicine comes that of Theraplon, particulars of which will be found in another column. This preparation is unquestionably one of the most genuine and reliable Patent Medicines ever introduced, and has, we understand, been used in the Continental Hospitals by Ricord, Rostan, Jobert, Velpeau, Maisonneuve, the well-known Chassaignac, and indeed by all those who are regarded as authorities in such matters, including the celebrated Lallemand, and Roux, by whom it was some time since uniformly adopted, and that it is worthy the attention of those who require such a remedy we think there is no doubt. From the time of Aristotle downwards, a potent agent in the removal of these diseases has (like the famed philosopher's stone) been the object of search of some hopeful, generous minds; and far beyond the mere power—if such could ever have been discovered—of transmuting the baser metals into gold is surely the discovery of a remedy so potent as to replenish the failing energies of the confirmed *roué* in the one case, and in the other so effectually, speedily and safely to expel from the system without the aid, or even the knowledge, of a second party, the poisons of acquired or inherited disease in all their protean forms as to leave not taint or trace behind. Such is The New French Remedy Theraplon, which may certainly rank with, if not take precedence of, many of the discoveries of our day, about which no little ostentation and noise have been made, and the extensive and ever-increasing demand that has been created for this medicine wherever introduced appears to prove that it is destined to cast into oblivion all those questionable remedies that were formerly the sole reliance of medical men. Theraplon may be obtained in England, direct from the Proprietor, and of the principal Chemists and Merchants throughout the Colonies, India, China, Japan, &c., not even excluding such remote districts as Central Africa, the Fiji Islands, St. Helena, &c.—*Diamond Fields Advertiser* KIMBERLEY.

For Sale by PRINCIPAL CHEMISTS.

NEW P. AND O. STEAMERS.

Advices from London state that the P. & O. Company have placed orders for six 8,000-ton steamers for their British Australian mail service. Two of the ships will be constructed on the Clyde, two at Sunderland, and two at Newcastle. The steamers will have a speed sufficient to maintain the conditions of the new contract, be passed of large cargo-carrying capacity, and have passenger accommodation to meet the requirements of the trade. In this connection it is pointed out that the P. & O. Company in these new vessels will practically follow the line taken by the North German-Lloyd in their vessels of the Scharnhorst and Kleist types, which experience has proved to be the most economical for the special conditions existing on the Europe-Australian service.

OPIUM AND LIQUOR FARMS.

Are They Desirable?

In a leading article, the "Penang Gazette" remarks that it would be difficult to decide which is the greater nuisance to the general public, the Opium Farm or the Spirit Farm, adding that almost every day they have clear evidence that such institutions are absolutely antiquated and out of place in a British Colony.

It is not in accordance with modern ideas that any taxes should be farmed out to private individuals, the article continues, and, as the Farms have to go sooner or later, it would be both wiser and more dignified for the Colonial Government to abolish them itself than to wait until it is compelled to do so under joint pressure from Downing Street and Exeter Hall.

Moreover, it is injudicious in the extreme for the Government to confer upon a syndicate of Oriental speculators such wide powers of search and prosecution as are given to the Opium and the Spirit Farmers.

Not only should the Farms be abolished on these grounds, but the "Penang Gazette" suggests that their abolition is desirable from the fact that it is, naturally, the interest of the Farmers to stimulate by every means at their disposal the consumption of opium, spirits, and the so called native wine.

The Junior Vice-President of the Waiwupu, Wang Tah-hsi, formerly the Chinese Minister to London, has arrived in Peking, and he intends to lay before the Throne the importance of the suppression of opium smoking and of the use of gold coinage in China.

When I was a boy I used to work with my father, who was a carpenter, at some new houses, which had the roof on, the spouts being up and the roofs ready for the slates. Now among the various workmen was an Irish labourer named Michael Lynch. Mick had a long way to go for water to mix mortar with. He had a large butt that he used to fill, and then use it as he wanted it. One day it looked a deal like rain. I thought I would have some fun at "Mick's" expense. I went to him and said, "Michael, it looks like rain. I would put the tub under the spout." He looked up, and said, "Sure you're right, me boy." He went to the tub, emptied it, and rolled it under the spout. I went to the foreman, and told him what Mick had done. He goes to Mick and says, "Mick, what is the tub under the spout for?" "Shure, it looks like rain, sor, and if I can catch a tub full of water it will be a deal easier than having it to carry," says Mick. The foreman then says, "Can't you see there are no slates on yet, you fool!" Mick looked at the foreman, then at the roof, then all round, and scratching his head, says, "Where is that spalpeen of a boy? If I catch him I will half kill him," and catching sight of me he gave chase, but I was too young for him, and if ever you want to rouse Mick's temper you have only to ask him if he thinks it looks like rain.

Hotels.

KING EDWARD HOTEL.

A HIGH-CLASS PRIVATE HOTEL.

Ladies' Afternoon Tea Rooms.
Private Bar and Billiard Rooms.

Hot and Cold Water throughout.
Electrically Lighted.
Electric Fans (if required).

Electric Passenger Elevator to each Floor

Table D'Hote at Separate Tables.

TELEGRAPHIC ADDRESS: 'VICTORIA,' Hongkong

For terms, &c., apply to the MANAGER.

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THE BEST BILLIARD TABLES IN THE COLONY ARE AT

THE KOWLOON HOTEL,

CABLE ADDRESS 'CHEF' KOWLOON.

A High-class Tourist's Hotel under American Management. First-class Cuisine, Beautiful Garden.

MODERATE CHARGES.

J. W. OSBORNE,
Proprietor and Manager.

135

VICTORIA HOTEL,

TELEGRAMS, VICTORIA, SHAMEEN.

SHAMEEN, CANTON,
ON THE BRITISH CONCESSION.

H. HAYNES, *Manager.*

MACAO HOTEL.

TELEGRAMS, FARMER, MACAO.

MACAO, CHINA.

In the Centre of Praya Grand.

BOTH Hotels Electrically Lighted and under Experienced European Management.

Every Comfort and Convenience for Residents and Tourists.

WM. FARMER, *Proprietor.*
Capt. T. AUSTIN, *Manager.*

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HONGKONG AVERAGE MARKET PRICES.

Corrected to Thursday, June 27th, 1907.

At 100 cents per Dollar Mexican.

Butcher Meat. 肉食

		cts.	
Beef sirloin & prime cut—Mei Lung Pa ...	lb	20	尾龍扒
" Corned—Ham Ngau Yuk	"	20	鹹牛肉
" Roast,—Shiu " "	"	20	燒牛肉
" Breast,—Nagu Lam "	"	15	牛腩
" Soup,—Tong Yuk "	"	15	湯肉
" Steak,—Ngan Yuk Pa	"	20	牛肉耙
" " Custom Ngau Lau Sleich ...	"	30	牛柳
" Sausages,—Ngau Chaung	"	26	牛腸
Bullock's Brains,—" Siow ...	per set	10	牛腦
" Tongue fresh,—Ngau Li	each	50	牛脷
" " corned—Ham Ngau Li	"	55	鹹牛脷
" Head,—Ngau Tau	"	80	牛頭
" Heart,—Ngau Sum	lb.	12	牛心
" Hump, Salt—Ngau Kin ...	"	20	牛肩
" Feet,—Ngau Kerk ...	each	7	牛脚
" Kidneys,—Ngau Yiu	"	10	牛腰
" Tail—Ngau Moi	"	17	牛尾
" Liver,—Ngau Con	lb.	12	牛肝
" Tripe (undressed)—Ngau To ...	"	7	牛肚
Calves' Head & Feet—Ngau-chai-tau-kak, set		$1.00	牛仔頭脚
Mutton Chop,—Yeung Pai Kwat ...	lb.	24	羊牌骨
" Leg,—Yeung Pei	"	24	羊比
" Shoulder,—Yeung Shau	"	20	羊手
Pigs' Chitlings—Chi chong	"	24	猪腸
" Brains—Chi Know ... per set ...		2	猪腦
" Feet,—Ch Kerk	"	12	猪脚
" Fry,—Chi Chak	"	12	猪雜
" Head,—Chi Tau	"	12	猪頭
" Heart,—Chi Sum	each	9	猪心
" Kidneys,—Chi Yiu	"	8	猪腰
" Liver,—Chi Con	lb.	28	猪肝
Pork, Chop,—Chi Pai Kwat	"	21	猪排骨
" Corned,—Ham Chu Yuk	"	—	鹹猪肉
" Leg,—Chu Pei	"	22	猪比
" Fat or Lard,—Chu Yau	"	16	猪油
Sheeps' Head and Feet,—Yeung Tau Kerk set		60	羊頭脚
" Heart,—Yeung Sum ...	each	6	羊心
" Kidneys,—Yeung Yiu ...	"	10	羊腰
" Liver,—Yeung Con ...	lb.	24	羊肝
Sucking Pigs, To Order—Chu Chai ...	"	—	猪仔
Suet, Beef,—Sang Ngau Yau	"	16	生牛油
" Mutton,—Sang Yeung Yau	"	24	生羊油
Veal,—Ngau Chai Yuk	"	20	牛仔肉
" Sausages,—Ngau Chai Cheong ...	"	20	牛仔腸

Poultry. 生口

		cts.	
Chicken,—Kai Chai	lb	32	鷄仔
Capons, Large, Small,—Sin Kai		32	鐵鷄
Ducks,—Ap		22	鴨
Doves,—Pan Kau	each	18	班鳩
Eggs, Hen—Kai Tan... ...	per dozen	22	鷄蛋
Fowls, Canton,—Kai		34	鷄
" Hainan,—Hoi Nam Kai		30	海南鷄
Geese,—Ngoi	"	20	鵝
Geese, Wild S'hai,—S'ha. Yee Ngoi,	pair	—	上海野鵝
Musk Deer,—Wong Kong ...	each	—	黃鯨
Hare, Shanghai,—Tu Chai	"	—	兎仔
Partridge,—Cho Kau	"	—	鷓鴣
Pheasant,—Shan Kai	pair	—	山鷄
Pigeons, Canton,—Pak Kap ...	each	30	白鴿
" Hollow,—Hoi How Pak Kap ...	"	24	海口白鴿
Quail,—Um-Chun	"	25	鶉
Rice Birds,—Wo Fa Cheuk ...	dozen	—	禾花雀
Snipe,—Sa-Choy	each	—	沙錐
Turkeys, Cock—Phor Kai Kung		60	火鷄公
" Hen, " " Na		45	火鷄艇
Wild Ducks, S'hai,—Shanghai Sui-ap	pair	—	上海水鴨
Teal,—Sui Ap Chai, ...		—	水鴨仔
Wild Ducks Canton—Sang Shing Sui Ap,	each	—	省城水鴨

Fish. 海鮮

		cts.	
Barbel,—Ka Yu	lb	13	加魚
Bream,—Bin Yu		13	鯿魚
Canton Fresh Water Fish,—Hoi Sin Yu ...		13	海鮮魚
Carp,—Li Yu		18	鯉魚
Catfish,—Chik Yu		11	赤魚
Codfish,—Mun Yu		24	鰶魚
Crabs,—Hai		16	蟹
Cuttle Fish,—Muk Yu		12	墨魚
Dab,—Sa Mang Yu		14	沙孟魚
Dace,—Wong Mei Lun		16	黃尾鱗
Dog Fish—Tit Tu Sa		9	跌倒沙
Eels, Congor,—Hai Maun		14	海鰻
" Fresh water,—Tam Siu Yu		15	淡水魚
Eels, Yellow, —Wong Sin		24	黃鱔
Frogs,—Tien Kai		28	田鷄
Garoupa,—Sok Pan		48	石班
Gudgeon,—Pak Kap Yu		12	白峽魚
Herrings,—Tso Pak		18	曹白
Halibut,—Cheung Kwan Kap		24	將軍甲
Labrus,—Wong Fa Yu		20	黃花魚
Perch,—Wu Yu		28	烏魚
Lobsters,—Lung Ha		25	龍蝦
Mackerel,—Chi Yu		14	鰣魚
Monk Fish,—Mong Yu		24	芒魚
Mullet,—Chai Yu		20	鯔魚
Oysters,—Sang Hoo		20	生蠔
Parrotfish,—Kai Kung Yu		14	鷄公魚
Perch,—Tau Loo		14	頭鱸
Pike,—Fa Paw Peong		9	花皮塘
Plaice,—Pan Yu		18	班魚
Pomfret, Black,—Hak Chong		20	黑鯧
Pomfret, White, Pak Chong		28	白鯧
Prawns,—Ming Ha		48	明蝦
Ray,—Pei Pa Sa		9	琵琶沙
Rock Fish—Sok Kau Kung		14	石狗公
Roach,—Chu Yi		28	鯊魚
Salmon,—Ma Yau Yu		38	馬友魚
Shark,—Sa Yu		9	鯊魚
Skate,—Po Yu		11	鮑魚
Shrimps,—Ha		24	蝦
Snapper,—Lap Yu		22	立魚
Soles,—Tat Sa Yu		20	達沙魚
Tench,—Wan Yu		18	鯇魚
Turbot,—Cho How Yu		20	左口魚
Turtles, small, fresh water,—Kork Yu ...		70	龜魚
White Bait,—Ngan Yu Chai		—	銀魚仔

Fruits. 菓子

		cts.	
Almonds,—Hung Yan	lb	18	杏仁
Apples, (California)—Kam San Ping Kho		16	金山平果
" (Chefoo)—Tin Chun Ping Khor...		—	天津平菓
" Small,—Hoi Tong		—	海棠
" Custard,—Fan Lai Chi	each	—	番荔枝
Bananas, fragrant, Canton,—San Shing Heung Chiu		3	省城香蕉
Bananas, (brides), Macao—San Heung Chiu		6	山香蕉
Chestnuts, Chinese,—Foong Lut		—	鳳栗
Carambola,—Yeung Tao		—	楊桃
Cocoanuts,—Yeh Tsz...	each	10	椰子
Lemons, China—Ning Moong	lb	8	檸檬
" America—Kum San Ning Moon... ...	"	5	金山檸檬
Lichees, Dried—Lai Chi Small Stone ...		45	荔枝乾
" Fresh— "		12	荔枝
Limes, (Saigon)—Sai Kung Ning Moong...		6	西貢檸檬
Mango, Manila—Lui Sung Mong		8	呂宋芒
Mangosteens,—Sau Chuk Tsz		—	山竹子
Oranges, (Canton)—San Shing Tim Chang	lb	12	省城甜橙
Passion Fruit	each	4	
Pears, (American),—Kam San Shut Li ...	lb	—	金山雪梨
" (Canton), Cooking,—Sa Li ...		—	沙梨
Peanuts,—Fa Sang		10	花生
Persimmons Large,—Hung Chie		—	紅柿
Pine-apples, 1st quality,—Shoung Poon Ti ...		18	本地波蘿
Paw Law	each	—	
" 2nd cooking—Chung-tang-paw-law	"	14	中等波蘿
Plantains,—Tai Cheu	lb	—	大蕉
Plums,—Swatow Hung Lai...		6	紅梨
Pumelo, Siam,—Chim Lo Yau	"	20	暹羅油
Shanghai,—(Lo Kwat)	lb	8	上海勞骨
Walnuts,—Hop Tuo	lb	12	合桃
" Green,—Sang Hop Tuo		—	生合桃
Water Melon—(Am.) Kum San Sai Kwa ...		3	金山西瓜
" (China) Sai Kwa		3	西瓜

Vegetables, &c. 菜蔬

		cts.	
Artichokes, Shanghai—Sheung Hai Ah Chi Choak	lb	—	上海竹筍
Beans, (French), Macao,—Oh Moon Pin Ta		10	澳門邊豆
" (French), Shanghai,—Sheung Hai Pin Tau		8	上海邊豆
" Sprout,—Ah Choi		4	芽菜
" Long,—Tau Kok		6	豆角
Beet Root,—Hung Choi Tau ...	each	2	紅菜頭
Brinjals, Green,—Ching Yuen Ker ...		4	青元茄
" Red,—Hung Ker...		4	紅茄
Cabbage, Chinese, com.—Kai Choy ...		4	芥菜
Cabbage Red.—Hung Yee Choy ...	each	—	紅椰菜
Cabbage, (Shanghai),—Yeh Choi ...	"	10	椰菜
Cane Shoots, bunch,—Kau Shun ...	"	—	膠笋
Cauliflower, Large size,—Tai Yuk Choi-fa	each	—	大椰菜花
" Medium size,—Cheung Yeh Choi-fa	"	—	中椰菜花
" Small size,—Sai Yeh Choi Fa ...	"	—	細椰菜花
Carrots,—Kau Shun		6	金笋
Celery, Chinese,—Tong Kan Choi ...		5	唐芹菜
" English,—Young " " ...		5	洋芹菜
Chillies Dried,—Con Lat Chiu		10	乾辣椒
" Red,—Hung Fa "		10	紅花椒
" Green,—Ching Lat Chiu		10	青辣椒
Curry Stuff, English, Ka Lee Choi Liu...		—	加厘材料
Cucumbers.—Ching Kwa		1	青瓜
Bitter Squash,—Fu Kwa		—	苦瓜
Garlic,—Suen Tau		8	蒜頭
Ginger, young,—San Tsz Keung		12	新子薑
" old,—Lo Keung		8	老薑
Horse Radish, S'hai—Lik Kan	lb	18	力根
Indian Corn,—Suk Mai	piece	4	粟米
Lettuce,—Yeung Sang Choi ...	each	1	洋生菜
Water Chesnuts,—Ma Tai	"	7	馬蹄
" Mandarin,—Kwai Lum Ma Tai,	"	7	桂林馬蹄
Mushrooms, Fresh—Sang Cho Kho ...		45	生草菇
Musk Melon—(American ...	each	30	金山香瓜
Okroes, ...		—	
Onions, Bombay,—Yeung Chong Tau ...		6	洋葱頭
" Green,—Sang Chung		4	生葱
" Shanghai,—Sheung Hai Chung Tau		4	上海葱頭
Papaw, 1st qual.—Tai Man Sau Kwa	each	10	大萬壽菓
" 2nd " Chung, " "	"	8	中萬壽菓
Parsley,—Kun Cho	per lb	30	芹菜
Green Peas,—Ching Tau		—	青豆
Potatoe, Sweet,—Fan Shu		2	番薯
" Shanghai,—Sheung Hai Shu Tsai		3	上海薯仔
" Japan,—Yut Poon Shu Tsai ...		3	日本薯仔
" American,—Fa Ki " " ...		—	花旗薯仔
" Foochow,—Fuk Chau Shu Tsai		3	福洲薯仔
Pumpkin,—Toong Kwa		3	冬瓜
Radish,—Hung Lo Pak Tsai ...	bundle	—	紅蘿蔔仔
Rhubarb (Fresh)—Tai Wong		—	大黃
Sago,—(Chi So	bundle	10	紫蘇
Shalots,—Con Chung Tau		8	乾葱
Spinach,—Yin Choi		4	莧菜
Tomatoes,—Fan Ker		6	番茄
Taroe,—Wu Tau		6	芋頭
Turnips, Punti, (Long),—Low Pak ...			蘿蔔
" English,—Young Low Pak ...		4	洋蘿蔔
Vegetable Marrow,—Chit Kwa		10	節瓜
" (Am.)—Kum San Chit Kwa ...		—	金山節瓜
Water Cresses,—Sai Yeung Choi ...		7	西洋菜
" Lily root,—Lin Ngau		6	蓮藕
Yams,—Ta Shu		4	大薯

O. W. BRETT,
Inspector of Markets.

The prices necessarily vary from day to day and the Sanitary Board has no power to compel stallholders to sell at the prices marked.

G. A. WOODCOCK,
Secretary, Sanitary Board

EXCHANGE.

HONGKONG, July 5, 1907.

On London—	
Bank, Wire,	2/2 5/16
" On demand,	2/2⅜
" 30 days' sight,	2/2 7/16
" 4 months' sight	2/2 9/16
Credits, 4 months' sight,	2/2⅝
Documentary, 4 months' sight,	2/3
On Paris—	
On demand,	276
Credits, 4 months' sight,	281
On Berlin—	
On demand,	224½
On New York—	
On demand,	53⅝
Credit, 60 days' sight,	54⅜
On Bombay—	
Wire,	163¾
On demand,	164
On Calcutta—	
Wire,	163¾
On demand,	164
On Singapore—	
On demand,	7%P.
On Manila—	
On demand, Pesos	107½
On Shanghai—	
On demand,	72⅞
30 days' sight, (private paper)	73½
On Yokohama—	
On demand,	107¼
Gold Leaf, 100 fine, (per tael)	$47.70
Sovereigns (Bank's buying rate	$ 9.07
Silver (per oz.)	31⅛
Bar Silver in Hongkong	10%
Copper Cents	113 P.
Rate of Native Interest	3 5%
Chinese Sub. Coin	85% dis.
Hongkong Sub. Coin	76% dis.

To-day's Advertisements

EMPLOYMENT WANTED.

A Young Lady seeks employment as a NURSERY MAID. Can speak French and German.

Apply to 'NURSERY,'
Care of 'CHINA MAIL' Office.
Hongkong, July 5, 1907. 1117

SHIPPING.

ARRIVALS.

July 4.

Shaohsing, British str., 1,305, F. D. Northcombe, Shanghai June 30, via Swatow July 3, General.—BUTTERFIELD & SWIRE.

July 5.

Hongwan I British str., 2,003, G. Kinghor, Singapore June 29, General.—CHINESE.

Tean, British str., 1 346, A Sommerville, Manila July 2, Sugar and Hemp.—BUTTERFIELD & SWIRE.

Tjilatjap, Dutch str., 3,061, Van Wyck Jurriaanse, Moji June 24, via Keelung 29, and Amoy July 4, General.—JAVA-CHINA JAPAN LIJN.

DEPARTURES.

July 5.

Dagny, for Chefoo.
Meefoo, for Canton.
Kiang-tai Maru, for Kobe.
Antiochus, for Japan and Tacoma.
Hangsang, for Swatow.
Fausang, for Singapore.
Loongsang, for Manila.
Pongtong, for Bangkok.
Progress for Sandakan.
Kweiyang, for Ningpo.
Giran Maru, for Java.
Cheongshing, for Canton.
Shaohsing for Canton
Hai Chew, Chinese cruiser, for Tientsin.
Hai Yung, Chinese cruiser, for Tientsin.

CLEARED.

Frithjof, for Hongay.
Solstad, for Canton.
Kueichow for Swatow.
Nissin Maru, for Kobe.
Amoy, for Quinhon.

PASSENGERS

ARRIVED.

Per *Shaohsing*, from Shanghai, Messrs Pugh, Leslie and Bolster.

DEPARTED.

Per *Empress of China*, for Vancouver, &c., Mr Menkens, Mr Walford, Mr and Mrs Lovell, Miss Lovell, Mr Lovell, Mr and Mrs Fullway, Messrs Garvin, Bell, Croft, Crabbie, A. D. Galloway, Schultz, Mr and Mrs Goulier, Major Bethel, Miss Dean, Mr Contermarsh, Mr and Mrs McCandless and children, Mr Page, Capt. Chenoweth, Mr Eric Maxwell, Mr F. W van Buskirk, Mr Jessen, Rev. Moore, Dr Burton, Messrs Forrest, Graham, Darnell, Mr and Mrs Bradley, Messrs Leahy, D. Le Souef, R. A. D. Hood, F. S. Hughes, Whitmarsh, K. Akabane, Dr Donelan, Dr and Mrs Kennedy, Mr and Mrs Willby, Mr J. Hall and Mrs Hall, Mr and Mrs Kraffts, Mr and Miss Wilby, Mr Welch, Miss Briscoe, Miss Walker, Dr Walker, Mr and Mrs Urquhart, Mr and Mrs Elmore, Mrs and 2 Miss Hogart, Messrs Pray, Pim, Bovet, Mrs Phinney and maid, Messrs Rose, O Laughlin, C. H. F. Thompson, Col. Leslie, Messrs Milliken, Dunlop, Jarman and Patman.

POST OFFICE NOTICES.

Mails will close :—

For SWATOW, SINGAPORE & BANGKOK.—
Per *Devawongse*, at 9 a.m., on Saturday, the 6th July.

For MANILA.—
Per *Zafiro*, at 11 a.m., on Saturday, the 6th July.

For SWATOW, AMOY & FOOCHOW.
Per *Haiching*, at 11 a.m., on Saturday, the 6th July.

For MACAO.—
Per *Sui Tai*, at 1.15 p.m., on Saturday, the 6th July.

For AMOY.—
Per *Hongwan I*, at 3 p.m., on Saturday, the 6th July.

For MANILA, SINGAPORE & COLOMBO.—
Per *Colombo Maru*, at 3 p.m., on Saturday, the 6th July.

For BATAVIA, SAMARANG, SOURABAYA & MACASSAR.—
Per *Tjiliwong*, at 3 p.m., on Saturday, the 6th July

For SAIGON.—
Per *Quarta*, at 4 p.m. on Saturday, the 6th July

For SAIGON & SOURABAYA.—
Per *Tjilatjap*, at 4 p.m., on Saturday, the 6th July.

For HOIHOW, PAKHOI & HAIPHONG.
Per *Singan*, at 5 p.m., on Saturday, the 6th July

For NAGASAKI & KOBE.—
Per *Taki Maru*, at 5 p.m., on Saturday, the 6th July.

For SWATOW, AMOY & TAMSUI.—
Per *Masan Maru*, at 8 a.m., on Sunday, the 7th July.

For NINGPO, SHANGHAI & CHINKIANG.—
Per *Foochow*, at 3 p.m., on Monday, the 8th July.

For KEELUNG, SHANGHAI, MOJI, KOBE, YOKOHAMA, VICTORIA & SEATTLE.—
Per *Riojun Maru*, at 5 p.m., on Monday, the 8th July.

For SWATOW & SHANGHAI.—
Per *Shaohsing* at 3 p.m., on Tuesday, the 9th July

For AMOY, SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU & SAN FRANCISCO.—
Per *Nippon Maru*, on Tuesday, the 9th July.

Printed Matter and Samples at 9 a.m.

Registration at 9 a.m.

Registration, with late fee of 10 cents, up to 9.45 a.m.

Registration, Kowloon B.O., 9 a.m. No late fee.

Letters at 10 a.m.

(Supplementary Mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)

Temperature.

HONGKONG, July 5, 1907.

BAROMETER—	9 A.M.	29.87
Do.	1 P.M.	29.83
Do.	4 P.M.	29.80
THERMOMETER—	9 A.M.	86
Do.	1 P.M.	85
Do.	4 P.M.	84
Do. (Wet bulb)	9 A.M.	80
Do. Do.	1 P.M.	80
Do. Do.	4 P.M.	80
Maximum		86
Minimum over night		78

Merchant Vessels in Hongkong Harbour.

EXCLUSIVE OF LATE ARRIVALS AND DEPARTURES REPORTED TO-DAY.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing from Green Island. Vessels near the Hongkong shore are marked *h.*, near the Kowloon shore *k.*, and those in the body of the Shipping of midway between each shore are marked *c.*, in conjunction with the figures denoting the sections.

Section
1. From Green Island to the Gas Works.
2. From Gas Works to Jardine's Wharf.
3. From Jardine's Wharf to the Harbour's Office.
4. From Harbour Master's to the Market.
5. From The Market to Peddar's Wharf.
6. From Peddar's Wharf to the Naval Yard.

Section.
7. From Naval Yard to Blue Building.
8. From Blue Buildings to East Point.
9. From Kellet's Island to North Point.
10. Kowloon Wharves.
11. Jardine's Wharf.

VESSELS' NAMES.	Anchorage.	CAPTAIN.	FLAG AND RIG.	TONS NETT.	DATE OF ARRIVAL	CONSIGNEES OR AGENTS.	DESTINATION.	REMARKS.
Steamers.								
Amigo	...	Balizer	Ger. str.	771	June 27	Jebsen & Co.		K'loon Dock
Athenian	3 c	Croper	British str.	2440	July 4	C. P. R. Co.	Vancouver (B.C.)	July 17.
Bourbon	3 c	Bail	French str.	1600	June 29	Bradley & Co.	Saigon	July 6.
Catherine Apcar	...	Thomas	British str.	1730	July 1	David Sassoon & Co., Ld.	....	K'loon Dock
Cheongshing	3 c	Payne	British str.	1256	July 4	Jardine, Matheson & Co.		
Childar	3 c	Augersen	Norw. str	1102	July 2	Nippon Yusen Kaisha		
Colombo Maru	3 c	Hamma	Japan. str	2920	July 4	Nippon Yusen Kaisha	S'pore & London	July 6.
Devawongse	3 c	Bruhn	Ger. str	1057	July 1	Melchers & Co.	S'tow, S'pore, B'kok	July 6.
Empress of India	5 c	Beetham	British str.	3032	June 3	C. P. R. Co.	Vancouver B.C.	August 1.
Foochow	8 c	Muller	British str.	1228	June 3	Butterfield & Swire	Ningpo & Shanghai	July 8.
Frithjof	3 c	Anderson	Norw. str.	891	June 24	Aagaard, Thoresen & Co.		
Giran Maru	8 c	Ohno	Japan. str.	2931	June 29	Osaka Shosen Kaisha		
Glenesk	...	Rafferty	British str	2274	June 28	McGregor Bros. & Gow.	....	K'loon Dock
Haiching	5 h	Hodgins	British str.	1267	July 4	Douglas Steamship Co.	S'tow, Amoy, F'chow	July 6.
Hongwan I.	3 c	Kinghorn	British str.	2060	July 5	Chinese	Amoy	July 6.
Hupeh	3 c	Mathias	British str.	1210	July 4	Butterfield & Swire	Haiphong	July 6.
Irish Monarch	8 c	Graham	British str.	2792	July 1	Mitsui Bussan Kaisha		
Japara	2 c	Chevalie	Dutch str.	2757	Mar. 8	Java-China-Japan Lijn.		
Kashima Maru	3 c	Ntsu	Japan. str.	1740	June 3	Fukunai & Co.		
Katherine Park	2 c	....	British str.	4030	June 27	Toyo Kisen Kaisha	Japan & Callao	July 18.
Kinkon Maru	3 c	Asai	Japan. str.	1361	June 29	Dodwell & Co., Ld.		
Koh-si-chang	3 c	Rosiefsky	Ger. str.	1291	July 3	Butterfield & Swire		
Kueichow	3 c	Hooker	British str	1214	June 3	Butterfield & Swire	Swatow & Tientsin	July 5.
Laertes	3 c	Jackson	British str	1340	June 24	Chinese		
Manila	3 c	Minssen	Ger. str.	1108	July 1	Melchers & Co.	Manila & Australia	July 18.
Masan Maru	3 c	Sakurai	Japan. str.	1274	July 3	Osaka Shosen Kaisha	S'tow, Amoy, Tamsui	July 7.
Mathilde	3 c	Sohnemann	Ger. str.	633	July 4	Jebsen & Co.		
Mausang	k s	Houghton	Brit. str	1643	June 29	Jardine, Matheson & Co.	Sandakan	July 11.
Meefoo	3 c	Friguet	Chi. str.	1321	July 4	C. M. S. N. Co.		
Mercedes	3 c	McGregor	British str.	3,?00	June 25	Admiralty	Weihaiwei	July 5.
Namsang	3 c	Rolfe	British str.	2591	June 23	Jardine, Matheson & Co.	Straits & Calcutta	July 9.
Nanshan	3 c	Jones	British str.	1299	July 4	Bradley & Co.		
Nikkai Maru	8 c	Sakagawa	Japan. str.	1216	July 1	Bune		
Nippon Maru	3 c	Filmer	Amer. str.	3140	July 2	Toyo Kisen Kaisha	S'hai & San F'cisco	July 9.
Nissin Maru	3 c	Natsume	Japan. str.	2725	June 25	Dodwell & Co., Ld.		
Paklat	3 c	Wenzel	Ger. str.	1018	July 3	Melchers & Co.		
Petchaburi	3 c	Wolff	Ger. str.	1189	June 3	Butterfield & Swire		
Progress	3 c	Fahren	Ger str.	987	June 13	Siemssen & Co.		
Progress	3 c	Schewig	Norw. str	1671	June 17	Order		
Quarta	3 c	Madsen	Ger str	12[illegible]	June 30	Chinese		
Riojun Maru	3 c	Lapraik	Japan. str.	4780	June 28	Nippon Yusen Kaisha	S'hai & Seattle, &c	July 9.
Shaohsing	3 c	Northcombe	British str.	1307	July 4	Butterfield & Swire		
Singan	3 c	Jamieson	British str.	1046	July 4	Butterfield & Swire	Hoihow & Haiphong	July 7.
Skramstad	3 c	Hansen	Norw. str.	850	June 27	Aagaard, Thoresen & Co.		
Solstad	8 c	Bjoinsgaard	Norw. str.	897	July 4	Aagaard, Thoresen & Co.		
Taki Maru	8 c	Saburi	Japan. str.	702	July 3	Arnhold, Karberg & Co.	Nagasaki and Kobe	July 7.
Tean	3 c	Sommerville	British str	1346	July 4	Butterfield & Swire	Manila	July 9.
Tjilatjap		Emmerick	Dutch str.	2470	Feb. 14	Java-China-Japan Lijn.	....	K'loon Dock
Tjiliwong	3 c	Jurriaanse	Dutch str.	3516	July 5	Java China Japan Lijn	Batavia & Macassar	July 6.
Woolwich	6 c	Stoker	British str.	1845	July 3	Chinese		
Zafiro	5 c	Fraser	British str.	1611	July 1	Shewan, Tomes & Co	Manila	July 6.
Sailing Vessels.								
Eskasoni	2 c	....	British sh.	1670	Oct. 12	Arnhold, Karberg & Co		

STEAMERS PASSED SUEZ CANAL.

(SUPPLIED THROUGH REUTER.)

Clunerhill, Alderney, Kowangsi, Rhenania, Langbank, Titan, Andree Rickmers, June 4; *Diomed, Sumatra*, 7; *Bingo Maru, Ville de la Ciotat*, 14; *Glenlochy*, 18; *Saxonia, Sunda Kintuck, Marcellus*, 21; *Buccleuch Idomeneus, Monmouthshire, Sambia, Ghazee, Puritan, Sarpedon, Zieten Scharzfels*, 25; *Formosa Montrose, Kawachi Maru, S lucia, Priam, Wik* 28; *Hohenstaufen, Benmohr, Inaba Maru, Poona*, July 2.

Mails

The O & O. Co's s.s. *Doric* sailed from Yokohama on the 1st July, and is due to arrive at this port on the 9th July.

The C. P. R. Co.'s s.s. *Monteagle* arrived at Vancouver at 6 30 p.m. on Monday, the 17th June.

Steamers Expected

The British s.s. *Aberlour* left Moji on the 30th June for this port, and is due to arrive here on or about the 5th July.

The H. A. L. s.s. *Scandia* left Singapore on 1st July, at 4 p.m., and may be expected here on 6th July, p.m.

The P & O. Co.'s s.s. *Simla* left Singapore for this port on the 2nd July, at 12 30 p.m.

The H. A. L. steamer *Ambria* left Singapore on 2nd July, at 1 p.m., and may be expected here on 8th July, a.m.

The N Y K. s.s. *Nikko Maru* (Australian Line) left Thursday Island for this port via Manila on the 27th June, and is expected here on the 8th July.

The Indo-China S. N. Co., Ld.'s s.s. *Kumsang* left Calcutta for this port via The Straits on 27th June, and may be expected here on or about 13th July.

The Boston S. S. Co.'s s.s. *Shawmut* sailed from Seattle on the 22nd June.

The P. & A. S.S. Co.'s s.s. *Numantia* arrived at Yokohama on the 1st July, and is due to arrive at Hongkong on the 14th July

The I. C. S. N. Co., Ld.'s s s. *Kutsang* left Calcutta for this port via the Straits on 2nd July, and may be expected here on or about the 16th July.

The Ben Line str. *Benvorlich*, from Antwerp and London, left Singapore on the 3rd July, for this port.

The Indo-China S. N. Co. Ld.'s s.s *Hopsang*, from Calcutta and the Straits, left Singapore for this port on 2nd July, p.m.

The s.s. *Satsuma* sailed from New York on 20th May.

The Boston S. S. Co.'s s.s. *Tremont* sailed from Yokohama for Pacific Coast on 21st June.

Latest Advices.

The N. G. L. s.s. *Ischia* left Singapore for this port on the 5th July, and may be expected here on or about the 11th July.

The Imp. German Mail s.s. *Gneisenau* which left here on the 5th June, arrived at Genoa on Thursday, the 4th July, at 7 a.m.

The Imp German Mail s.s *Prinz Waldemar* left Sydney on Tuesday, the 2nd July, at 2 p.m., and may be expected here on or about Wednesday, the 24th July.

The M. M Co.'s steamer *Tonkin* with the FRENCH MAIL of the 7th June, left Saigon on Friday, the 5th July, at 11 a.m, and may be expected here on or about Monday, the 8th July. This packet brings replies to letters despatched from Hongkong on the 4th May.

VESSELS AT THE DOCKS.—*At Kowloon*,—Tjilatjap, Pocahontas, Amigo, Nippon Maru, Glenesk.

Cosmopolitan,—Catherine Apcar.

Aberdeen.—

VISITORS AT HOTELS.

HONGKONG HOTEL.

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Mrs G Harman	Mr F. H. H. Stevens
Mr Major	Dr J. C. Thompson
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Mr Alfonso Zarate Sy Cip	Miss L. Leavitt
	Mr J. Marcus
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	Mr Vy Lip Te
Miss J Giesper	Mr G. W. Thompson
Mr S. Gonzalinke	Mr Cang Bun Vit
Mr James Guiny	Mr and Mrs Wolfe

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Mr Campbell	Mr Alex. Ramsay
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Mr G. Glover	Mr Hugh Thoms
Mr F. W. Haigh	Mr A. Uthmann
Mr J. Hutchings	Mr E. Weltor

CARLTON HOTEL.

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Miss Bertram	Capt. Merlees
Mr Bickart	Mr Olbrecht
Mr Le Breton	Capt. and Mrs Parke
Mr Butcher	Miss Parke
Mr Erskine	Miss Betty Parke
Mr L. Francesco	Mr Roberts
Mr and Mrs Hewitt	Mr W. J. Ramsey
Mr P. A. Lapicque	Mrs Simpson & infant
Mr Lejeune	Mr Tyrrell

Hongkong Tides.

The tide table given below has been compiled at the Nautical Almanac Office in London from the result of the analysis of observations taken by means of an automatic tide-recording machine in the Water Police Basin at Tsim Sha Tsui during the years 1887-8-9.

The zero of the table corresponds with the zero of the soundings in the Admiralty Charts which has been found to be 4 feet 3 inches below mean sea level.

To obtain the depth of water on the tide gauge at the Victoria Naval Yard add 3 feet 4 inches, and on the gauge at Lamont Dock, Aberdeen, add 10 feet 6 inches to the height given in the table.

July 6th to 12th, 1907.

Day of Week.	Day of Month.	HIGH WATER. Hongkong Mean Time	HIGH WATER. Height.	LOW WATER. Hongkong Mean Time.	LOW WATER. Height
		h m	feet.	h m	feet.
Sat.	6	m 0 30	6.7	1 16 a	2.3
		7 32 a	4.1		
Sun.	7	m 7 8	6.1	m 0 1	2.0
		8 39 a	4.0	2 7 a	1.5
Mon.	8	m 7 44	6.4	m 0 51	3.0
		9 37 a	4.0	2 50 a	1.4
Tues.	9	m 8 18	6.7	m 1 30	3.0
		10 25 a	4.1	3 28 a	1.0
Wed.	10	m 8 50	6.9	m 2 9	3.1
		11 4 a	4.1	4 5 a	0.7
Thur.	11	m 9 20	7.1	m 2 47	3.1
		11 40 a	4.1	4 42 a	0.5
Fri.	12	m 9 49	7.1	m 3 24	3.1
				5 19 a	0.5

Hongkong Register

	Previous day at 4 p.m.	On date at 10 a.m.	On date at 1 p.m.
Barometer	29.75	29.83	29.77
Temperature	84	85	82
Humidity	77	76	84
Direction of Wind	ssw	s	ssw
Force	3	3	3
Weather	bq	bq	bpq
Rain	—	0.02	—

Highest open air temperature on the 3rd 85
Lowest open air temperature on the 3rd 80

F. G. FIGG, *Director*.
Hongkong Observatory, July 4th, 1907.

Vessels Advertised as Loading.

DESTINATION.	VESSELS.	AGENTS.	DATE OF LEAVING.
Australian Ports	Empire (s)	Gibb, Livingston & Co	July 27, at Noon.
Boston & New York	St Patrick (s)	Dodwell & Co. Limited	July 9.
Cebu & Iloilo	Anfong (s)	Butterfield & Swire	July 13, 4 p.m.
Callao Iquique v Japan	Katherine Park (s)	Toyo Kisen Kaisha	July 18, at Noon.
Coast Ports & Shanghai	Shoshu Maru (s)	Osaka Shosen Kaisha	July 18, at 9 a.m.
Fiume, Trieste, &c.	Nippon (s)	Sander, Wieler & Co	July 21.
Genoa, L'don & A'erp	Colombo Maru (s)	Nippon Yusen Kaisha	July 6, a.m.
Hoihow & Haiphong	Hupeh (s)	Butterfield & Swire	July 6, Daylight.
Japan & Portland, Or.	Numantia (s)	Portland & A. S. Co	July 18, at 5 p.m.
Japan & Portland, Or	Arabia (s)	Portland & A. S. Co	Aug. 7, at Noon.
Japan & Portland, Or.	Alesia (s)	Portland & A. S. Co.	Sept. 4, at Noon
Kobe & Yokohama	Bingo Maru (s)	Nippon Yusen Kaisha	July 13, a.m.
Kobe and Yokohama	Shingtu (s)	Butterfield & Swire	July 11, at 4 p.m.
Kobe and Yokohama	Prinz Waldemar (s)	Melchers & Co.	About July 26.
Kudat and Sandakan	Borneo (s)	Melchers & Co.	Aug. 3 at 9 a.m.
London, &c.	China (s)	P. & O. S. N. Co.	July 13, at Noon
London, &c.	Delta (s)	P. & O. S. N. Co	July 27, at Noon.
Mar., L'don & A'erp	Syria (s)	P. & O. S. N. Co.	About July 17.
Marseilles, London &c	Nyanza (s)	P. & O. S. N. Co.	About July 31.
Mar., L'don, A'erp, &c.	Kanagawa Maru (s)	Nippon Yusen Kaisha	July 10, Daylight
Manila, A'lian Ports	Yawata Maru (s)	Nippon Yusen Kaisha	July 12, at Noon.
Manila, A'lian Ports.	Manila (s)	Melchers & Co.	July 18, at Noon.
Manila, A'lian Ports	Changsha (s)	Butterfield & Swire.	July 10, at 4 p.m.
Marseilles, v. Saigon	Sydney (s)	Messageries Maritimes	July 9, at 1 p.m.
Manila	Zafiro (s)	Shewan, Tomes & Co	July 6, at Noon.
Manila	Rubi (s)	Shewan, Tomes & Co	July 13, at Noon.
Manila	Tean (s)	Butterfield & Swire	July 9, at 4 p.m.
Manila	Yuensang (s)	Jardine, M'son & Co, Ld	July 12, at 4 p.m.
Naples, Genoa, G'tar, &c	Preussen (s)	Melchers & Co.	July 17, at Noon.
N'saki, Kobe & Y'hama	Nikko Maru (s)	Nippon Yusen Kaisha	July 10, at Noon.
New York	Aberlour (s)	Shewan, Tomes & Co.	August 23.
Sandakan	Mausang (s)	Jardine, M'son & Co, Ld	July 11, at 4 p.m.
San F'cisco via Japan	Nippon Maru (s)	Toyo Kisen Kaisha	July 9, at Noon.
San Francisco v. Japan	Doric (s)	O. & O. S.S. Co.	July 20, at Noon.
San Francisco v. Japan	Coptic (s)	O. & O. S.S. Co.	July 27, at Noon.
San Francisco v. Japan	Hongkong Maru (s)	Toyo Kisen Kaisha	Aug. 6, at Noon.
San Francisco v. Japan	Korea (s)	Pacific Mail S. S. Co.	Aug. 16, at Noon.
San Francisco v. Japan	America Maru (s)	Toyo Kisen Kaisha	Aug. 24, at Noon.
Seattle, v. S'hai, Japan	Minnesota (s)	Nippon Yusen Kaisha.	July 31, at Noon.
Shanghai, Moji & Kobe	Kagoshima Maru (s)	Nippon Yusen Kaisha.	July 12.
S'hai, N'ki, Kobe Y'ma	Zieten (s)	Melchers & Co.	About July 17.
S'hai, Kobe & Y'hama	Tonkin (s)	Messageries Maritimes	About July 8.
S'hai, Moji, Kobe Y'ma,	Simla (s)	P. & O. S. N. Co.	About July 8.
Shanghai	Delhi (s)	P. & O. S. N. Co.	About July 11.
S'pore, P'ang, Calcutta.	Namsang (s)	Jardine, M'son & Co. Ld	July 9, at 3 p.m.
S'pore, P'ang, Calcutta	Catherine Apcar (s)	D. Sassoon & Co., Ld.	July 9, at 3 p.m.
S'pore, C'bo, & B'bay.	Totomi Maru (s)	Nippon Yusen Kaisha.	July 18.
Swatow & Shanghai	Shaohsing (s)	Butterfield & Swire.	July 8, at 4 p.m.
S'tow, Amoy & Tamsui	Masan Maru (s)	Osaka Shosen Kaisha.	July 7, at 9 a.m.
S'tow, Amoy & Anping	Fukushu Maru (s)	Osaka Shosen Kaisha.	July 10, at 8 a.m
S'tow, Amoy & F'chow	Haiching (s)	Douglas Lapraik & Co.	July 6, at Noon.
Victoria, B.C., Tacoma	Shawmut (s)	Dodwell & Co. Limited	About Aug. 7.
Victoria, B.C., Tacoma	Tremont (s)	Dodwell & Co. Limited	About Sept. 10.
Victoria, B.C., Seattle	Riojun Maru (s)	Nippon Yusen Kaisha.	July 9. Daylight.
Victoria, B.C., Seattle	Kaga Maru (s)	Nippon Yusen Kaisha.	July 23, Daylight.
Vancouver, (B.C.), &c.	Athenian (s)	Canadian P'fic R. Co.	July 17, at Noon.
Vancouver, (B.C.), &c.	Empress of India (s)	Canadian P'fic R. Co.	Aug. 1, at 4 p.m.
Vancouver, (B.C.), &c.	Monteagle (s)	Canadian P'fic R. Co.	Aug. 14, at Noon.
Vancouver, (B.C.), &c.	Empress of Japan (s)	Canadian P'fic R. Co.	Aug. 29, at 4 p.m.

SHARE LIST.—QUOTATIONS.

July 5, 1907.

Stocks.	*No. of Shares.*	*Value.*	*Paid up.*	*Closing Quotations Cash.*
BANKS.				
Hongkong and Shanghai Bank Corn	80,000	$ 125	all	$660, X new issue, sales & sellers $522½, n. i., £15 paid up London, £79, X. new issue £60, n. i., £15 paid up
National Bank of China, Limited	99,925	£ 7	£ 6	$51
MARINE INSURANCES.				
Canton Insurance Office Co., Ld.	10,000	$ 250	$ 50	$270, sales
China Traders' Insurance Co., Ld.	24,000	$ 83.33	$ 25	$90, buyers
North-China Insurance Co., Ld.	10,000	£ 15	£ 5	Tls. 75, sellers
Union Insurance Society, Ld.	10,000	$ 250	$ 100	$760, sales & buyers
Yangtsze Insurance Association, Ld	8,000	$ 100	$ 60	$175, buyers
FIRE INSURANCES.				
China Fire Insurance Co., Ld.	20,000	$ 100	20	$86, buyers
Hongkong Fire Insurance Co., Ld	8,000	$ 250	50	$325, sellers
DOCKS, ETC.				
H'kong & Whampoa Dock Co. Ld.	50,000	$ 50	all	$105, sellers
Geo. Fenwick & Co., Limited.	18,000	$ 25	$ 25	$17½, sellers
New Amoy Dock Co., Ltd.	10,000	$ 6¼	$ 6¼	$11½, buyers
Shanghai Dock and Eng. Co., Ld.	55,700	Tls. 100	Tls100	Tls. 76
STEAMBOATS, TUGS, ETC.				
China and Manila S. S. Co., Ld.	30,000	$ 25	$ 25	$15
Douglas Steamship Co., Limited	20,000	$ 50	all	$41, buyers
HK. C. and M. Steamboat Co., Ld	80,000	$ 15	$ 15	$30, sellers
Indo-China S. N. Company, Limited	60,000	£ 10	all	$59
Star Ferry Company, Ld.	10,000 10,000	$ 10 $ 10	$ 10 $ 5	$26, sellers $16½, sellers
Shell Transport & Trading Co. Ltd.	2,000,000	£ 1	£ 1	46/-
Taku Tug and Lighter Co., Ld.	8,000	Tls. 50	Tls. 50	Tls. 48
Shanghai Tug & Lighter Co., Ltd. do Preference.	200,000 100,000	Tls. 50	Tls. 50	Tls. 47 Tls. 50
REFINERIES.				
China Sugar Company, Limited	20,000	$ 100	all	$100
Luzon Sugar Company, Limited	7,000	$ 100	all	$21, sellers
Perak Sugar Cultivation Co., Ld.	7,000	Tls. 50	Tls 50	Tls. 90
WHARVES.				
HK. & Kow. Wharf & Godown Co.	30,000 10,000	$ 50	all	$79, sellers
Shanghai and Hongkew Wharf Co.	32,000	Tls. 100	Tls100	Tls. 22½
LAND AND BUILDING.				
Hongkong Land Investment and Agency Company, Limited	60,000	$ 100	100	$105, sellers
Shanghai Land Investment Co., Limited	52,000 26,000	Tls. 50 $ 50	Tls. 50 $ 50	Tls. 104 $103
Kowloon Land and Building Company	6,000	$ 50	$ 30	$37
Wei-hai-wei Land & Building Co., Ld	3,074	Tls. 25	Tls. 20	Tls. 9
Humphreys Estate & Finance Co	150,000	$ 10	all	$10½, sellers
West Point Building Co., Limited.	12,500	$ 50	$ 50	$50, sellers
TRAMWAYS.				
The Peak Tramways Co., Ld.	75,000	$ 10	all	$10¾, X. New (old) sales & buyers $1½, (new) buyers
MINING.				
Société Francaise des Charbonnages du Tonkin	16,000	Fcs. 250	all	$480, buyers
Raub Aust. Gold Mining Co., Ld.	200,000	£ 1	18/1	$6, sales
HOTELS, ETC.				
Hongkong Hotel Company, Ltd.	12,000	$ 50	all	$118, sellers
Astor House Hotel Co., Ltd. (S'hai)	30,000	$ 25	$ 25	$28½
DISPENSARIES.				
A. S. Watson & Co., Limited.	90,000	$ 10	$ 10	$11
Watkins Limited	10,000	$ 10	$ 10	$3, sales & sellers
LIGHTING.				
HK. and China Gas Co., Limited	7,000	£ 10	all	$175, buyers
Shanghai Gas Company, Ltd.	8,000	Tls. 50	Tls. 50	Tls. 106
Hongkong Electric Co., Limited.	60,000	$ 10	$ 10	$14½
BRICK AND CEMENT.				
Green Island Cement Co., Ld.	200,000	10	10	$16½, sellers
MISCELLANEOUS.				
Bell's Asbestos Eastern Agency, Ld.	8,604	£ 12/6	12/6	$7, sellers
United Asbestos Oriental Agency, Limited	9,000 ord'y 100 fders	$ 10 $ 10	$ 4 $ 10	$10½, buyers $150
Union Waterboat Co., Limited	60,000	$ 10	$ 10	$12½, sales
Hongkong Dairy Farm Co.	25,000	$ 7½	$ 6	$10, buyers
Hongkong Ice Company, Limited	5,000	$ 25	all	$245
Shanghai Waterworks Co., Ltd.	7,200	£ 20	£ 20	Tls. 355
H'kong Rope Manufactory Co., Ld	60,000	$ 10	all	$22½, buyers
Hongkong Cotton Spinning Co., Ld	125,000	$ 10	$ 10	$11½, sellers
Ewo Cotton Spinning and Weaving Co., Ld.	20,000	Tls. 50	Tls 50	Tls. 64
International Cotton Manufacturing Co., Ld.	10,000	Tls. 75	Tls. 75	Tls. 50
Laou-Kung-Mow Cotton Spinning and Weaving Co., Ld.	8,000	Tls. 100	Tls100	Tls. 82½
Soy Chee Cotton Spinning Co., Ld	2,000	Tls. 500	Tls500	Tls. 330
China Provident Loan Mortgage Co. Ld.	200,000	$ 1	$ 10	$9, sellers
China Borneo Company, Ltd.	60,000	$ 12	$ 12	$9, sellers
Campbell, Moore & Co., Limited	1,200	$ 10	all	$20, sellers
Wm. Powell, Ld.	12,000 3,000	$ 10	$ 10	$8, sellers
South China Morning Post	6,000	$ 25	$ 25	$23, sellers
China Light and Power Company	50,000	$ 10	$ 10	$6½, sellers
Steam Laundry Company, Limited	20,000	$ 5	$ 5	$7
CIGAR COMPANIES.				
Philippine Co., Ld.	67,500	$ 10	$ 10	$5
Alhambra Limited	30	$ 50	$ 50	$120

LOANS.	*Amount.*	*Value.*	*Interest.*	*Quotation.*
Chinese Imperial 1886 a	Tls. 767,200	Tls. 250	7 % p. annum	

VERNON and SMYTH, *Share-Brokers*.

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